

Royal Navy Officers' Uniforms are best tailored by Bernards
BERNARDS MEN'S SHOPS
40 Commercial Road, Portsmouth
Telephone 26116
30 Royal Parade, Plymouth
Telephone 66543

Navy News

The Newspaper of the Royal Navy and The Royal Naval Association

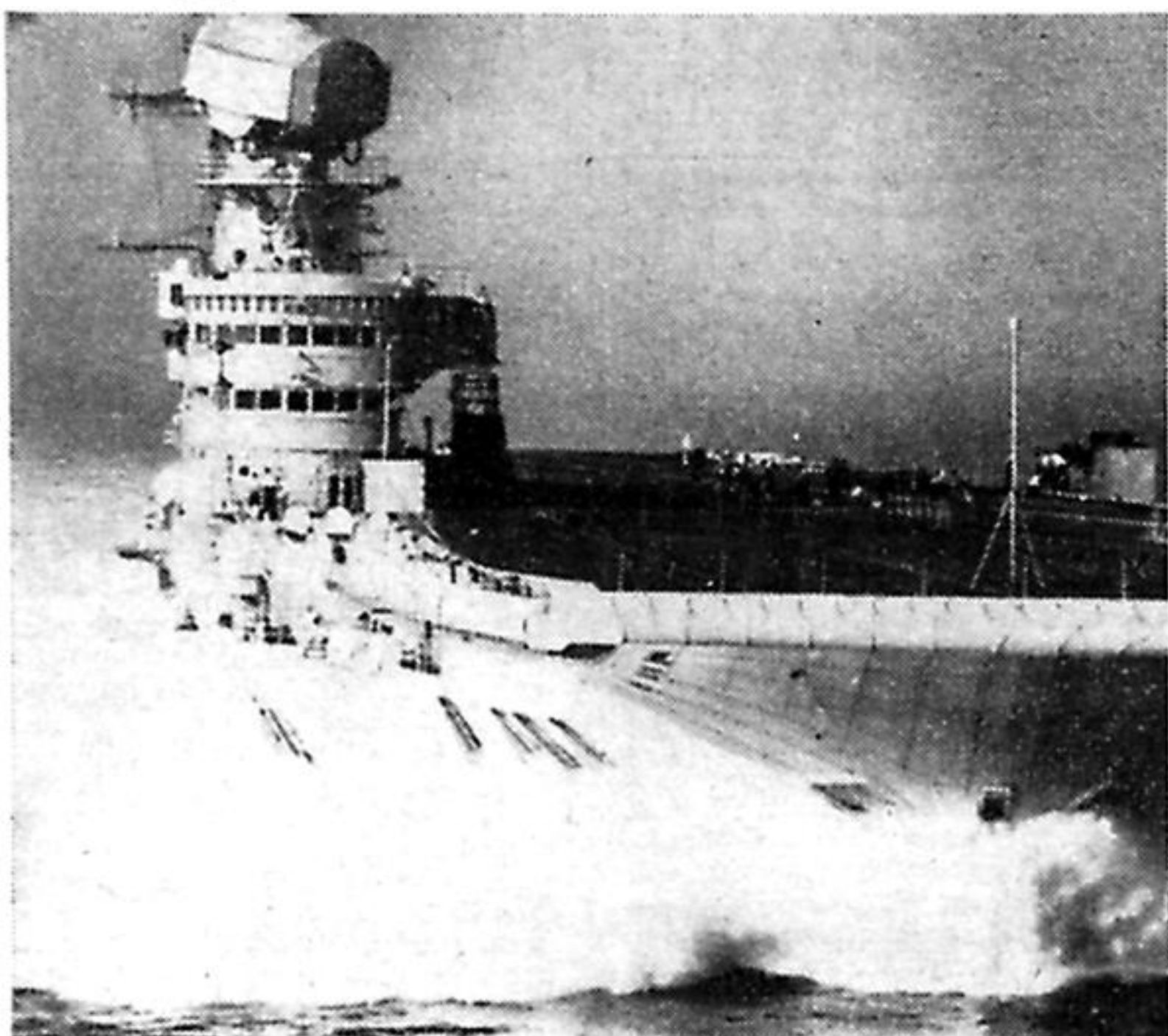
Call in at a Bernards Men's Shop whenever you have a clothing requirement
BERNARDS MEN'S SHOPS
40 Commercial Road, Portsmouth
Telephone 26116
30 Royal Parade, Plymouth
Telephone 66543

No. 55 DECEMBER, 1958

Published first Thursday of the month

Price Fourpence

Open valve caused wire to break



H.M.S. Victorious during her speed trials after her long refit. It was from this ship that Cdr. Russell lost his life

PILOT UNABLE TO OPEN HOOD

AN Admiralty spokesman declared after the resumed inquest on Cdr. John Desmond Russell, who lost his life when his Scimitar aircraft plunged over the side of the 30,000 tons aircraft carrier Victorious, that a small valve was inadvertently left open when the arresting system was charged with hydraulic fluid during the ship's refit.

The defect caused the arrester wire to break and the Scimitar continued along the flight deck and went over the edge into the sea.

Lieut.-Cdr. Colin Parker, who carried out an investigation, said Cdr. Russell's failure to escape from his cockpit was due to a chain of circumstances. It had been ascertained that the pilot had difficulty in operating the jetison handle of the cockpit hood. Then, when sea water entered the cockpit, Cdr. Russell had to spend time getting rid of his helmet and oxygen mask. He managed to open the hood after the aircraft submerged and would have shot to the surface, but he was anchored by his leg straps and the dinghy lanyard.

Redesigned

Lieut.-Cdr. Parker told Mr. Kenroy, representing the Admiralty, that in his opinion Cdr. Russell would have got free if he had been able to remove his straps and the lanyard.

It was also stated that the part of the apparatus which led to the breaking of the arrester wire had been redesigned and there was no possibility of it happening again.

The inquest jury returned a verdict of accidental death.

CANADIAN TASK GROUP VISITS PORTSMOUTH

The Canadian aircraft carrier Bonaventure, accompanied by the destroyers St. Laurent, Ottawa, Haida and St. Croix, are now at Portsmouth

and will leave for Halifax, Nova Scotia, on Saturday, December 6.

Another Canadian destroyer, H.M.C.S. Huron, should also have been in company, but, as reported elsewhere in this issue, she was in collision with a French ship in the Gulf of Lyons and is now being repaired in Toulon.

The Bonaventure is the flagship of Commodore A. M. Medlands, R.C.N., and she has a complement of officers and men of over 1,000. The destroyers each have complements of about 250. The carrier is Canada's only one, but she is equipped with a modern angled flight deck, steam catapult and deck-landing mirror device.

The task force has been taking part in N.A.T.O. exercises in the Mediterranean.

During the week that the ships are at Portsmouth the officers and men will be guests of the various naval ships and establishments who are arranging hospitality for them.

C.-in-C. COMMENDS LIEUTENANT

IN a Special Order of the Day, Issued on November 13, the Commander-in-Chief, Portsmouth (Admiral Sir Guy Grantham) commended Lieut. James Anthony William Currie, Royal Navy, for actions "in keeping with the highest traditions of the Navy."

At about 1240 on September 27, a Whirlwind helicopter of No. 824 Squadron was conducting a close-search anti-submarine exercise ahead of H.M.S. Victorious in the vicinity of Portland, when it plunged into the sea. About 30 to 40 seconds after the crash Lieut. Currie came to the surface, followed by S. F. Macintosh, D/JX.896363, Leading Seaman, and Lieut. J. H. Arbuthnot, R.N., the other two members of the crew.

Despite the fact that during the impact Lieut. Currie received serious injuries, and notwithstanding his exhausted condition after an underwater escape, this officer insisted that the rescue helicopters pick up his pilot and aircrewman before he himself was rescued.

Was at the America Cup

AMONG H.M. ships which arrived back at Plymouth on November 28 after service overseas are the destroyer Cavendish (Capt. P. U. Bayly, D.S.C. and two Bars, R.N.) and the frigate Salisbury (Cdr. A. G. Watson, R.N.) from the Mediterranean. Both ships sailed from Britain earlier this year.

On November 24 the frigate Troubridge arrived at Spithead after duty on the West Indies Station. Commanded by Cdr. R. W. W. Lancaster, R.N., the Troubridge, which has been away from Britain for a year, visited Newport, Rhode Island, for the America Cup races this autumn.

PRESENTATION OF MEDAL



Electrical Artificer First Class Alfred receives his Long Service and Good Conduct Medal from Rear-Admiral E. N. V. Currey, D.S.O., D.S.C., Chief of Staff to the Commander in Chief, Portsmouth

THE WISH THAT BECAME REALITY

THE gallantry of the Royal Navy is proverbial, and in a worthwhile cause everyone, from the youngest seaman to the most senior officer, puts himself out to ensure success.

A shining example of this co-operation has recently come to notice. A Mrs. Alice Dunne, an elderly lady 75 years "young" had for years wished to visit a submarine. In a letter to the First Sea Lord, Admiral of the Fleet The Earl Mountbatten, Mrs. Williams, a daughter, wrote explaining that although her mother could only walk a few steps, yet she has demanded nothing of life but the security for her home and children, and nothing of her country but the privilege of living in it. She is as British as the Union Jack, intensely proud of her heritage, and the sort of person who, truly, refuses to draw interest from the Post Office Savings Bank because she wishes to lend her money to her country free of charge.

Upon receipt of this letter, Admiral Mountbatten sent it to the

Flag Officer Submarines, who made arrangements for Mrs. Dunne to visit H.M.S. Truncheon when that ship was at Liverpool, Mrs. Dunne's home town.

In the interim, Mrs. Dunne had to have an operation which involved putting her leg in a calliper, but even this did not daunt this patriotic Englishwoman, and in due course Mrs. Dunne, "thrilled and honoured that the Royal Navy could bother about an old lady and her fanciful ideas," visited H.M.S. Truncheon. Mrs. Dunne limped around the deck of the submarine, peered into the interior and talked to some of the crew, and before she went ashore she was presented with a framed photograph of Truncheon at sea by Lieut. Cdr. David Hepworth, the ship's Commanding Officer. The kindness shown to Mrs. Dunne undoubtedly won her personal gratitude, but her spirit earned the praise of the Service and demonstrates, yet once again, how near the Navy is to the heart of the British people.

V.I.Ps. GET A DEHYDRATED LUNCH

ON November 14 a party of "V.I.P. Guinea Pigs" were given lunch in the Cookery School, R.N. Barracks, Chatham. The menu was: potato soup, grilled cod steaks, braised pork chops, gateau potatoes, cabbage, peas, black-currant Bavarois.

Unusual? Not really, until you hear that every ingredient used was dehydrated, all the cookery staff were trainees undergoing their routine new entry training, and those partaking of lunch included the Director General, Supply and Secretariat Branch (Vice-Admiral H. P. Koelle), the Director of Victualling, three very prominent civil servants from the Admiralty and the Ministry of Agriculture, Fisheries and Food, and the Commodore, R.N. Barracks, Chatham.

The purpose of the lunch was to demonstrate the dehydrated products now being produced by the Ministry of Agriculture.

Persian Gulf frigate home

HM.S. Loch Fyne (Captain B. Pengelly, D.S.C., R.N.) arrived at her home port of Plymouth on November 18 after an absence of one year less two days.

She sailed from Devonport on November 20 of last year for service on the East Indies Station and has spent most of her time in the Persian Gulf.

H.M.S. Loch Fyne was the last ship to leave Aqaba on November 2, when British troops withdrew from Jordan through that port.

Have you been immunised?

THEIR Lordships have made immunisation against polio available to all naval personnel under the age of 25. This has been done because, in recent outbreaks, young adults rather than children have been the victims and there has been a high rate of severe paralysis and a substantial proportion of deaths. It involves two painless in-

We wish
A Merry Christmas
to all our readers

jections (with no after effects) six weeks apart followed by a third injection 20 months later. The scheme is entirely voluntary.

There has been a lot of bad publicity connected with these injections following an accident in the U.S.A., but there is absolutely no risk with the latest type of vaccine supplied by the Admiralty. Everybody who is in the age-group is strongly advised to give the matter serious thought; those who arrive at the wise decision to acquire this immunity should contact his or her Divisional Officer or the Sick Bay.

Success Built on Quality



TOBACCO AT ITS BEST

MADE AND PACKED TO PERFECTION



Navy News

EDITOR
Lieut. (S) H. R. Berridge, R.N.(Retd.),
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 26421 (Ext. 2194)

EDITORIAL

MOST of us have lost count of the number of times the rates of pay, rates of pensions and retired pay have been amended since the war, but we are now looking forward with pleasurable anticipation to the implementation of the Grigg Report recommendations which have been accepted by the Government. Although the report of the Advisory Committee on Recruitment was made to enhance the attractiveness of the services to new recruits, the conditions are of necessity felt by those at present serving.

In addition to the items enumerated on this page, the committee's report stated that £90,000,000 is to be spent on Service accommodation generally in the United Kingdom, over a five-year period, and in addition large sums are being spent on accommodation on stations overseas. Vast improvements have been made since the war on the accommodation of officers and men, together with the provision—for naval personnel—of married quarters, and the programme is not yet completed.

Although it is considered that the youngster in his teens or early twenties is not concerned with the pension payable to him in the remote future, there is no doubt that the Services of today have been made really attractive and should make for an efficient and contented one. What a far cry it is from the days of the Press Gang to today, when a commission abroad is, in the main, for one year, unless one is able to have one's family with one, and then for that family to be flown out at the expense of the Government, and in a number of cases a furnished married quarter is waiting for the family.

We wish all our readers and advertisers a happy Christmas and a prosperous 1959.

Admiralty Fleet Order 2760/58 gives extracts from Advancement Rosters for the information of men who have been recommended. It gives an indication of the present state of the rosters, but the situation changes rapidly with large numbers of men becoming due for release and the progressive reduction in numbers allowed.

His dominion shall be also from the one sea to the other; and from the flood unto the world's end.

Pensions do not 'die' upon death of husband

DISTURBANCE ALLOWANCE IS DOUBLED

AMONG the several recommendations of the Grigg Report—the report of the Advisory Committee on Recruiting—accepted by the Government are:

1. The automatic review of rates of pay at intervals of not less than two years;

2. Increases in rates of disturbance allowance from £12 to £25 for ratings entering furnished married quarters, and from £22 10s. to £50 if entering private accommodation. The new rates for officers are £40 and £80 respectively;

3. Education allowances for children at boarding schools increased to £150 for the first child, £175 for the second and £200 for the third;

4. Ratings' pensions to be increased and to come into force on April 1, 1959;

5. Future family pensions should be increased to give widows one-third of the pension which the husband was drawing, or in the case of those still serving, one-third of the pension he would have drawn had he been invalided. These increases to apply to both officers and men and to come into force on April 1 next;

6. Children in boarding schools or staying with relations whilst the family is abroad to be entitled to one free passage to the father's station each year;

7. Officers' and ratings of the Women's Royal Naval Service to receive rates of pay, pensions and gratuities at 85 per cent. of their male counterparts.

When the report was published with the Government's comments on November 4, our correspondent interviewed the Director of Welfare and Fleet Supply Duties (Capt. W. E. Brockman, R.N.) at the Admiralty, and asked the following questions:

What is the Grigg Report, and how did it come to be written?—National Service can only be ended if we get enough volunteers for the Services to maintain a certain minimum standard. To help them with the recruiting problem the Government decided to ask a group of independent people (among them a newspaper editor, a Liberal M.P., a retired Trade Union official and a lawyer) "to examine the factors bearing on the willingness of men and women to serve in the armed forces

and to make recommendations. The chairman of this committee was Sir James Grigg, a distinguished Civil Servant and, from 1942 to 1945, the Secretary of State for War. During the first half of 1958 this committee gathered evidence in a variety of ways and made their report at the end of July.

How did the Navy give its views to the Grigg Committee?—Members of the committee visited ships and establishments at home and abroad and they were given a lot of written evidence. In addition, the Second Sea Lord appeared before the committee, having first been briefed by all Admiralty departments concerned and having taken note of Fleet opinion.

What, in your view, is the most important recommendation?—Quite clearly, the first. This recommends that there should be an automatic review at intervals of not less than two years and that the first review should take place in time for any changes to come into force on April 1, 1960. This does not necessarily mean a pay rise, but the important thing is that for the first time we have a definite undertaking to examine the rates of pay regularly and not let Service pay lag behind that of the civilians. Of more direct interest to some are the increases in ratings' pensions and family pensions, the doubling of disturbance allowance and further assistance with the education of children.

Does the recommendation about disturbance allowance mean an alteration in the rules?—No. The committee merely recommended a doubling of the amounts payable, and this has been accepted. Nevertheless, in the Admiralty, we are examining a scheme to make the disturbance allowance rules simpler and more fair in application, and it may be that by the time the new rates come into force on April 1 next we shall have some better rules.

In the White Paper it is said that the higher rates of family pensions will be introduced, but in the case of ratings' pensions reference is made to increases "of the order proposed by the committee." Why are the committee's exact proposals not being accepted in this latter instance?—The requirements of the three Services are not identical, and what suits the Army and R.A.F. best is not necessarily the best for the Navy.

The Admiralty are particularly anxious that the pension increase for the Navy should take the form which is best suited to our career structure. Each scheme will cost about the same, so there is no danger of our losing anything by having slightly different scales from the other Services. The details are being worked out now, and one feature we would like to see is a stable link between rates of pay and rates of pension so that a naval rating, knowing his rate of pay, can easily calculate how much pension he will get.

ADMIRALTY REMOVES AMBIGUITY

WHEN the centralised system of drafting was instituted in 1956, ratings were given an opportunity to record their choice of a "selected depot" for family welfare and some holding purposes.

Experience has shown that some men seem to be under the impression that their choice of "selected depot" can also influence the drafting authority in deciding the area to which they are to be drafted when their turn comes for United Kingdom Based Service, whereas, in fact, the drafting authority only takes into consideration their Home Drafting Preference as expressed on Drafting Preference Cards.

Their Lordships feel that the misunderstanding arises because ratings tend to associate the title "selected depot" with the former port division system, and to avoid misunderstanding, it has been decided to abolish the title "Selected Depot," and instead to allow ratings to choose a "Welfare Authority."

The "Welfare Authority" for those ratings who have already chosen a "selected depot" will automatically be the Commodore of that depot. Ratings may change their "Welfare Authority," but as the naval barracks at Chatham will close in 1961, they are advised not to choose the Commodore of that depot.

LETTERS TO THE EDITOR

Emigrating to New Zealand?

SIR,—Any readers finishing their service and thinking of emigrating to New Zealand would perhaps be glad of a little advice, and I would be very pleased to help them.

I am ex-Royal Navy myself, and emigrated at the beginning of this year. As a matter of fact, I worked my passage to Australia, paying off a tug at Adelaide. I then flew to Auckland and since my arrival I have had great help and advice from people here, and I know how necessary it is for emigrants to have friends on arrival to help them settle down.

There is no unemployment for tradesmen and skilled workers, in fact there is a shortage of seamen and electricians and others. I found myself a job within 24 hours of arriving in Auckland, and I would be very pleased to help others as I have been helped. Yours faithfully,

V. ROBERTS

1 Sproston Avenue, Ellesdale, Auckland, New Zealand.

Pre-war submariner

SIR,—May I offer my sincere congratulations upon NAVY NEWS, a copy of which came into my possession on a recent visit to dear old Pompey. I was particularly interested in the submarine news, for I am a pre-war ex-submariner. I wonder if any of your readers are old shellbacks like I must be considered by all in their first 12 or seven. I was in L54 before taking the Oswald to China, where I also served in the Peanut (Parthian) and Olympus, not to mention some happy days in the spare crew in the Medway.

As a memory jogger to any readers who may qualify, I was a sparker with the well-earned nickname of "Diprod." I have since developed some middle-age spread, so probably would not qualify for the sobriquet any more. —B. McDONALD GAWLEY, 97 Breakspears Road, London, S.E.4.

C.P.O. Writer A. E. Cuddon, P/MX.64417, has been elected Lower Deck representative for the Portsmouth Command at the London Headquarters of N.A.A.F.I. with effect from January 1, in succession to C.P.O. Writer W. T. H. Joyce, P/MX.54546.

ROYAL NAVY'S DRAFTING FORECAST

PARTICULARS in this forecast are liable to alteration. The U.K. Base Port is the port at which a ship may be expected to give leave and to refit as a general rule.

Volunteering. Ratings may volunteer for any of the ships, or for service in a particular station, or for specific forms of service (e.g., Local Foreign Service or General Service). As drafting action is normally taken at least four months ahead for General Service and Foreign Service and two months ahead for Home Sea Service and Port Service, applications to serve in ships which are commissioning within these periods are unlikely to have any effect.

SUBMARINE COMMAND

H.M.S. Grampus, December, 1958, at Birkenhead for service in the Faslane Squadron.

H.M.S. Sentinel, January, 1959, at Chatham for service in Portland Squadron.

H.M.S. Narwhal, February, at Barrow for service in the Faslane Squadron.

H.M.S. Token, February, at Devonport for service in the Malta Squadron.

GENERAL

H.M.S. Keppel, January 13, at Devonport, for trials.

H.M.S. Teazer, December 1, at Chatham for Home Sea Service.

H.M.S. Woolston, December 1, at Hythe, for Local Foreign Service (Mediterranean). (Crew ex Fenton.)

H.M.S. Alert, December 15, at Singapore, for Foreign Service on Far East Station.

H.M.S. Leopard, December, at Portsmouth, for General Service Commission (Home/South America and South Atlantic). U.K. Base Port, Portsmouth.

H.M.S. St. Bride's Bay, January 30, at Singapore, for Foreign Service (Far East).

H.M.S. Cavalier, January 9, at Singapore, for Foreign Service (Far East).

H.M.S. Maryton, January 5, at Hythe for Local Foreign Service (Mediterranean). (Crew ex Lullington.)

H.M.S. Messina, January 6, at Chatham, for Foreign Service.

H.M.S. Venus, January 6 at Devonport for trials.

H.M.S. Loch Fyne, January 27, at Devonport, for General Service Commission (Home/Arabian Sea and Persian Gulf). U.K. Base Port, Devonport.

H.M.S. Daring, January 20, at Devonport, for General Service Commission (Mediterranean/Home). U.K. Base Port, Devonport.

H.M.S. Dainty, January 20, at Portsmouth for General Service Commission (Mediterranean/Home). U.K. Base Port, Portsmouth.

H.M.S. Defender, January 20, at Chatham, for General Service Commission (Mediterranean/Home). U.K. Base Port, Chatham.

H.M.S. Bossington, January 27 at Portsmouth for Home Sea Service. U.K. Base Port, Portsmouth.

H.M.S. Sheraton, January 27 at Portsmouth, for Home Sea Service. U.K. Base Port, Portsmouth.

H.M.S. Whirlwind, January, at Malta for Local Foreign Service. (Refit complement.)

H.M.S. Caprice, February 17, at Glasgow, for Foreign Service on Far East Station.

H.M.S. Chaplet, February 17, at Portsmouth for Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Battleaxe, February 17, at Rosyth, for General Service Commission (Mediterranean/Home). U.K. Base Port, Portsmouth.

H.M.S. Troubridge, February 25, at Portsmouth for General Service Commission (Home/West Indies). U.K. Base Port, Portsmouth.

H.M.S. Tiger, March 17 at Clyde, for Home Sea Service trials. U.K. Base Port, Portsmouth.

H.M.S. Crossbow, February 26, at Chatham, for trials (Part General Service Commission complement).

H.M.S. Vidal, February 17, at Chatham, for General Service Commission. U.K. Base Port, Chatham.

H.M.S. Delight, February 24, at Devonport, for General Service Commission (Mediterranean/Home). U.K. Base Port, Devonport.

H.M.S. Gravelines, end February, at Devonport for trials.

H.M.S. Laymoor, April at Renfrew for Home Sea Service. (Crew ex 1 Boom Defence Vessel.)

H.M.S. Burnaston, March 9, at Hythe, for Local Foreign Service (Mediterranean). (Crew ex Hickleton.)

H.M.S. Rocket, March 10, at Portsmouth, for trials.

H.M.S. Enterprise, March, at Bideford for Home Sea Service (East Coast Survey). U.K. Base Port, Chatham.

H.M.S. Egeria, March, at Cockenzie, for Home Sea Service (East Coast Survey). U.K. Base Port, Chatham.

H.M.S. Yaxham, March, at Hythe, for Home Sea Service (50th M.S.S.). U.K. Base Port, Rosyth.

H.M.S. Malcolm, April, for Home Sea Service (Fishery Protection). U.K. Base Port, Rosyth.

H.M.S. Puncheston, April, at Hythe, for Local Foreign Service (Mediterranean). (Crew ex Kildarton.)

H.M.S. Girdle Ness, April 28 at Devonport, for Local Foreign Service (Mediterranean).

H.M.S. Bermuda, April 30 at Devonport for General Service Commission (Home/Mediterranean). U.K. Base Port, Devonport.

H.M.S. Crane, April 30 at Singapore for Foreign Service (Far East).

H.M.S. Crossbow, April 21 at Chatham for General Service Commission (Mediterranean/Home). U.K. Base Port, Chatham.

H.M.S. Shavington, May, at Hythe, for Local Foreign Service (Mediterranean). (Crew ex Dufton.)

H.M.S. Belfast, May, at Devonport, for Foreign Service (Far East).

H.M.S. Layburn, May, at Renfrew, for Home Sea Service. (Crew ex 1 Boom Defence Vessel.)

H.M.S. Loch Killisport, May, at Portsmouth, for General Service Commission (Home/Arabian Sea and Persian Gulf). U.K. Base Port, Portsmouth.

H.M.S. St. James, June at Devonport for trials.

H.M.S. Chevron, June at Rosyth for trials.

H.M.S. Powderham, June, at Hythe for Home Sea Service (50th M.S.S.—crew ex-Reedham. Home Base Port, Rosyth).

H.M.S. Leverton, June, at Hythe, for Local Foreign Service (Mediterranean). (Crew ex Thankerton.)

H.M.S. Dalrymple, July, at Devonport for General Service Commission. U.K. Base Port, Devonport.

H.M.S. Scorpion, July, at Chatham, for trials. (Part General Service Commission complement.)

H.M.S. Torquay, July, at Portsmouth, for General Service Commission (Home/East of Suez). U.K. Base Port, Portsmouth.

H.M.S. Salisbury, July, at Devonport, for General Service Commission (Home/East of Suez). U.K. Base Port, Devonport.

H.M.S. Scarborough, July, at Portsmouth, for General Service Commission (Home/East of Suez). U.K. Base Port, Portsmouth.

H.M.S. Tenby, July, at Chatham, for General Service Commission (Home/East of Suez). U.K. Base Port, Chatham.

H.M.S. Loch Insh, July, at Devonport, for General Service Commission (Home/Arabian Sea and Persian Gulf). U.K. Base Port, Devonport.

H.M.S. Tiger, July, for General Service Commission.

WEEKEND LEAVE

TRIUMPH COACHES LTD.

3 Edinburgh Road, Portsmouth
Phone 20947

Operate the following Official Express Service for Service Personnel EVERY WEEKEND

| | | | | |
|----------------------|-----|-----|-----|------|
| LEEDS | ... | ... | ... | 43/6 |
| BRADFORD | ... | ... | ... | 43/6 |
| HUDDESFIELD | ... | ... | ... | 40/6 |
| SHEFFIELD | ... | ... | ... | 34/3 |
| NOTTINGHAM | ... | ... | ... | 31/- |
| LEICESTER | ... | ... | ... | 26/- |
| NORTHAMPTON | ... | ... | ... | 21/- |
| LIVERPOOL | ... | ... | ... | 40/6 |
| MANCHESTER | ... | ... | ... | 38/6 |
| NEWCASTLE-UNDER-LYME | ... | ... | ... | 32/6 |
| STAFFORD | ... | ... | ... | 30/- |
| WOLVERHAMPTON | ... | ... | ... | 26/- |
| BIRMINGHAM | ... | ... | ... | 25/- |
| COVENTRY | ... | ... | ... | 23/- |
| WARWICK | ... | ... | ... | 20/- |
| BANBURY | ... | ... | ... | 17/6 |
| OXFORD | ... | ... | ... | 15/- |
| PLYMOUTH | ... | ... | ... | 26/- |
| DRUMBRIDGES | ... | ... | ... | 21/6 |
| EXETER | ... | ... | ... | 19/6 |
| BRISTOL | ... | ... | ... | 17/6 |
| SALISBURY | ... | ... | ... | 8/3 |
| GLOUCESTER | ... | ... | ... | 25/- |
| SWINDON | ... | ... | ... | 18/- |
| CIRENCESTER | ... | ... | ... | 21/- |
| MARLBOROUGH | ... | ... | ... | 15/- |
| READING | ... | ... | ... | 11/- |
| PORTLAND | ... | ... | ... | 15/- |
| From Fareham | ... | ... | ... | 14/- |
| LONDON | ... | ... | ... | 12/- |

All these services will take the following route for convenience of Service Personnel: R.N. Barracks, Eastney; H.M.S. Vernon; Royal Sailors' Home Club Queen Street; R.N. Barracks; Unicorn Gate; Stanley Rd.; H.M.S. Excellent; H.M.S. Phoenix; R.A.O.C.; Hulse Barracks; Gosham, Hornes; Town Quay, Fareham. Also picking up at H.M.S. Ariel at cheaper rates.

N.B.—To all ships visiting Portsmouth: Special facilities to meet your particular travelling requirements can be organised at short notice

Write, phone or call
TRIUMPH COACHES LTD.
3 Edinburgh Road, Portsmouth
Phone 20947

New Store Ship for Far East

THE Royal Fleet Auxiliary Reliant, formerly a grain carrier working between the Gulf of Mexico and the United Kingdom, left Chatham on November 4 for the Far East to take up her role as the Royal Navy's first air-stores issuing-ship capable of replenishing aircraft carriers at sea.

She has an endurance at sea of 50 days' steaming at 16 knots, and carries over 30,000 different types of aircraft spares and general Naval stores ranging from quarter-inch diameter washers to flight-deck tractors weighing two tons. Her six holds are fitted out to make her the most modern travelling storeroom afloat, and any one of the thousands of different items of stores can be located by the civilian store officers on board and taken up on the deck within a few minutes. The very latest automatic tensioning winch on deck means the Reliant will be able to transfer stores to aircraft carriers in unfavourable conditions of weather.

Conversion of the former M.V. Somersby to the R.F.A. Reliant has been based by the Admiralty on the concept that aircraft carriers should be able to spend longer time at sea, independent of their shore bases.

40,000 'SPARES'

The M.V. Somersby was built in 1954 and traded for two years as a grain carrier before she was bought by the Admiralty and converted for her new role at North Shields.

Her master is Captain H. D. Gausden, D.S.O., O.B.E., who has been in the Royal Fleet Auxiliary service for 32 years. The vessel carries a complement of 110 officers and men, and is fully air-conditioned for service in the tropics. Even the stores, stacked in hundreds of specially designed trays and storage cabinets, will benefit from cool-air ducts located in each of the six holds.

Eventually, Reliant will carry about 40,000 different patterns of stores, and two civilian officers will be permanently at work on board her maintaining store accounts and stock levels on a "stock-taking" which will never end all the time Reliant is in service. They will also assist the Naval Store Officer in maintaining ledgers which will show at a glance where each of the different items is stowed on the three deck levels.

THE LITTLE BOY WHO LOVED THE NAVY

SIR Denis Truscott, then Lord Mayor of London, opened the 36th Annual Meeting of the Royal Naval Benevolent Trust held in the Mansion House on October 29. Sir Denis said that although he had no direct contact with the Royal Navy he had been interested in that Service since he was a small boy, when he wore a sailor suit.

He was, however, administering a Naval Trust and had assisted many deserving cases. He went on to say: "I think that all those concerned with the Royal Naval Benevolent Trust are deserving of the greatest admiration."

In presenting the report, the President of the Royal Naval Benevolent Trust, Admiral of the Fleet Sir George Creasy, who mentioned that this was his first year in office as Governor of the Trust, thanked the Lord Mayor for placing the Mansion House at the disposal of the R.N.B.T. for the meeting.

Admiral Creasy mentioned facts and figures regarding the work of the Trust, and said that over £350,000 had been distributed and more than 15,000 applications for help had been dealt with. At the end of his speech Sir George said that a certain amount of reorganisation may be necessary in view of the Government's decision to close the Nore Command.

Vice-Admiral D. E. Holland-Martin, the Second Sea Lord, in his address, said that the Navy urgently needs men of quality. He wondered whether the Welfare State was sometimes taken too much for granted, and the possibility does exist of too much pampering. What was wanted in the Royal Navy were men able to shoulder responsibilities and act upon their own initiative.

Motoring Notes

IS YOUR LOCAL GARAGE DIRTY AND UNTIDY

HAVING regularly endeavoured to produce something of interest to naval motorists for the last four years your correspondent has often wondered if anyone ever reads this column. At last, after 52 consecutive articles, I am rewarded—I have met someone who actually has read these notes.

Having greeted him like a long lost brother, I thought it might be a good idea to try and find out what sort of article he would like this month. Alas, he made only two suggestions—"Something on winter routine, perhaps!"

He seemed quite hurt when I showed him the notes on this subject in the October issue.

"What about something on insurance," he then remarked. Having shown him the July, August and November notes on this subject, he then grudgingly admitted that he came from Devonport and was a bit out of touch.

Ah well, I suppose somewhere there is someone who needs them, but I have yet to meet him.

GARAGES

In my job, which takes me into a large variety of garages, one thing stands out very clearly. That is the complete absence of first-class motorcycle workshops. Recently I have been inside the workshops of four large motor-cycle dealers, and quite frankly I consider their workshops a disgrace. At best they can only be described as dingy, mucky holes, where no self-respecting motor-cyclist should allow his machine to be touched, or for that matter, where no first-class mechanic would lower himself to work. Next time you go have a look round, and if the sight nauseates you, and you have also had the odd spot of bother with repair work done by them, take a tip and change your repairer.

A. E. MARSH.

WEEK-END

UNSUCCESSFUL

The toast to the Guests was proposed by Shipmate A. C. Burling, a vice-president of the branch, and Colonel L. O. Jones, Chairman of the Urban District Council, replied. The Colonel said he felt he was there in a dual capacity, as he was a retired officer of the Royal Marines. Some of his yarns were most suitable for the occasion. About 140 people were present at the dance which followed.

The branch joined other Service organisations for the Remembrance Sunday Parade and, on November 17, Rear-Commodore A. D. Rooke, of the Nautical Training Corps, visited them to discuss final details of T.S. Loyalty, to discuss final details of T.S. Loyalty.

SHIPS OF THE ROYAL NAVY No. 39 H.M.S. PALLISER



NARVIK'S RECREATION CRUISE

THE officers and men of H.M.S. Narvik (Cdr. E. G. Stearns)—a tank-landing ship attached to Christmas Island—have been enjoying a recreational cruise, and so far have visited Caroline and Flint Islands, Rarotonga and Napier, en route to Adelaide.

Caroline and Flint Islands reminded the crew of the neighbouring islands around their base, but at Rarotonga they found it vastly different. The people were very friendly, but the temperature was lower than they had experienced during the past few months. Here equipment, etc., was loaded and taken to Napier.

At this, their first port of call in New Zealand, they were able to see something of the centennial celebrations, but they arrived too late to enter a float in a parade, much to everyone's disappointment. Some of the Scots saw the Scottish Festival held on November 9. During their five-day visit, trips were organised, and Napier's Naval Relations Officer (Mr. G. E. Bisson) invited them to a swimming carnival.

Their next port of call prior to Adelaide was Dunedin.

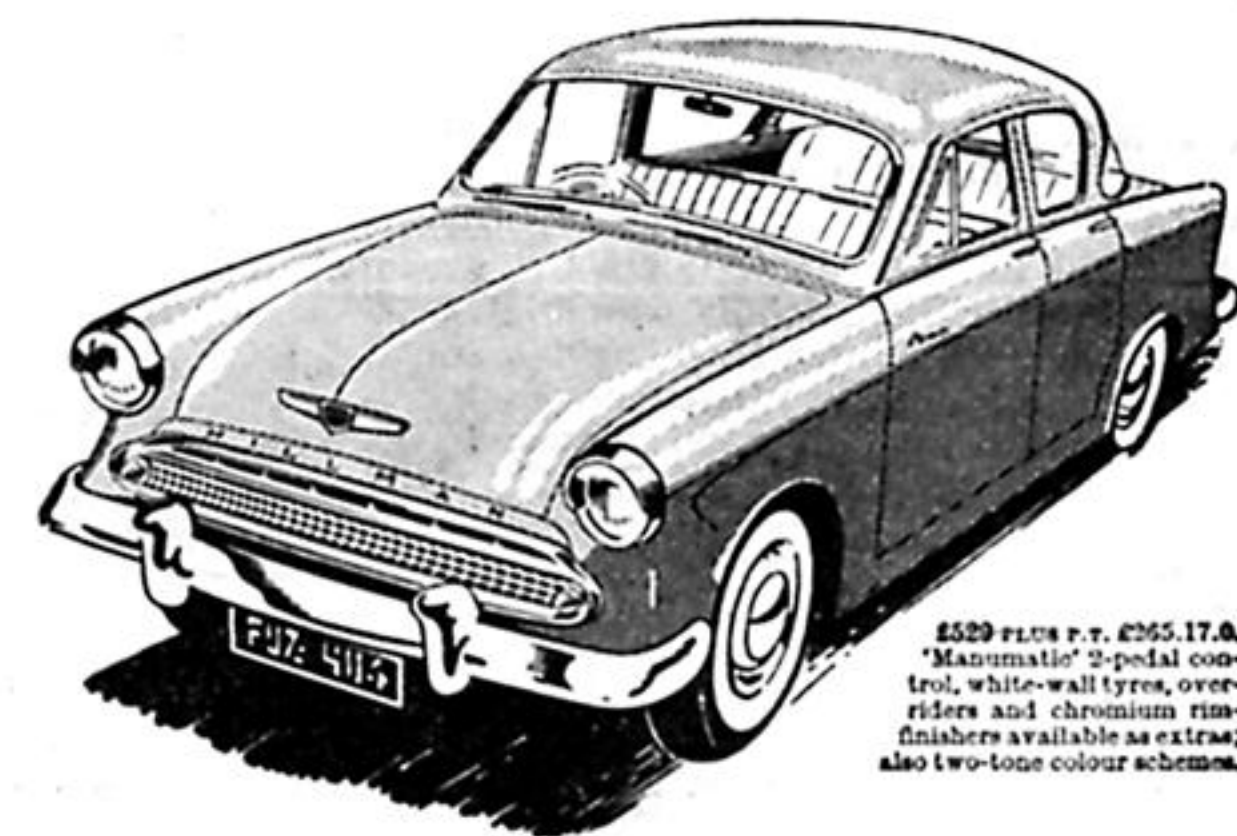
Narvik left the United Kingdom in January and has attended the first and second series of the thermonuclear tests.

THE anti-submarine frigate, H.M.S. Palliser, of the Blackwood Class, was launched at the shipyard of Messrs. Alex Stephen & Sons Ltd., Govan, Glasgow, on May 10, 1956.

The naming ceremony was performed by Lady Palliser, the widow of Admiral Sir Arthur F. E. Palliser, K.C.B., D.S.C. The ship was accepted into service in December 13, 1957. Lieut.-Cdr. G. E. Hammond, R.N., being in command.

H.M.S. Palliser has an extreme length of 310 ft. (300 ft. between perpendiculars) and a beam of 33 ft. She is armed with three Bofors guns and has two Limbo three-barrelled depth-charge mortars. Each mortar can fire a pattern of large projectiles with great accuracy, and the projectiles can be set to explode at a pre-determined depth. These weapons can be trained over a wider arc than previous types of anti-submarine mortars.

A GREAT NEW HILLMAN MINX



—with a great new powerful and economical HILLMAN engine

Driving is believing. Sit behind the wheel of this masterly Minx and you know at once you're in a great car. Great in comfort, luxury and style; great in safety and roadholding—and great in performance without loss of economy. Here's a new, fully proven 1494 c.c. engine; new rear-axle ratio for more refined running, larger battery, larger clutch, deeper, more comfortable seating, special insulation for quieter running, new front-end design, distinctive moulding embellishment, wider choice of colours—ALL THESE GREAT IMPROVEMENTS AT NO EXTRA COST! Try the great, new Hillman Minx today!

NEW LOW-PRICE ESTATE CAR

Try also the new HILLMAN Estate Car—again with all these improvements and at a lower price than before. Yes—the new HILLMAN Estate Car comes to you now at a new low price—£598 plus p.t. £300.7.0. Here's luxury, all-purpose motoring that's down in cost yet up in value!

See also HILLMAN MINX CONVERTIBLE, MINX SPECIAL SALOON and the DOUBLE-DUTY HILLMAN HUSKY.

★ NEW ★

Hire Purchase Terms

from 10% Deposit

AND BALANCE OVER 36 MONTHS



GROVE ROAD SOUTH
SOUTHSEA
TEL 23261
BASTION FILLING STATION
HILSEA
TEL 60911
RAMSHILL GARAGE
PETERSFIELD
TEL 1186

ROOTES WORLD-WIDE OVERSEAS DELIVERY PLAN

"Collar sense at last
Jack . . . that
certainly is smart!"



ASK YOUR
OUTFITTER FOR



SAVES ITS COST THREE
TIMES OVER

IDEAL FOR NAVAL
WEAR

Trade enquiries

H. R. DENNE LTD.
30 WHITEPOST LANE
LONDON, E.9

WRENS ENJOY DAY AT SEA



Wrens from H.M.S. Drake, H.M.S. Raleigh and W.N.V.R. (Plymouth Division) recently spent a day at sea in H.M.S. Centaur. Picture shows Wrens Mead, Collins, Hopkins, McDonald, Geraghty, Chandler and McGarel Groves of H.M.S. Drake enjoying dinner in the ratings' dining hall

FIRED A HUNDRED MISSILES

H.M.S. Girdle Ness has returned to Devonport Dockyard from the Mediterranean after firing nearly a hundred missiles and undertaking extensive trials of every part of the system, particularly in the radar field, since she became the Royal Navy's first guided weapons trials ship two years ago. Since May she has been based on Malta to continue tests and evaluation of the Seaslug, the Navy's medium range anti-aircraft missile.

Commanded by Capt. M. G. Greig, D.S.C., R.N., the Girdle Ness, built in Canada during the war as a landing craft maintenance ship, has a complement of 30 officers, 20 members of the R.N. Scientific Service and 380 men. Representatives of firms collaborating in the design and construction of missiles are also embarked.

ECONOMICAL TO RUN

The Girdle Ness was selected for conversion to her present role as she has more space and is more economical to run than an adapted warship. Although not a true warship, she is fitted with the most comprehensive and up-to-date fighting equipment.

This consists of a number of radars with associated display and communications systems to provide warning of attack, to enable the threat to be accurately assessed, and to pass selected target information to the shipborne radar forming part of the missile system. There are also magazines and handling gear for stowing the missiles and transporting them to the launcher.

The Girdle Ness also possesses special equipment for controlling pilotless aircraft targets.

Following development trials of the Seaslug ashore, some at the Ministry of Supply research establishment at Aberporth and others at the weapons research base at Woomera, South Australia, it is the function of the Girdle Ness to prove the weapon for service in the Fleet

Where had I seen that man before?

AT 0955 on Tuesday, September 30, I slowly walked down Harley Street wondering why I had ever wanted to go to the dentist in the first place.

I stopped at the surgery and rang the appropriate bell. The receptionist gave me a broad smile which I returned rather feebly as she showed me into the waiting room. I settled myself in an armchair and tried to look unconcerned about the coming torture. I took off my hat, put it beside my shoulder bag on the floor, unbuttoned my jacket and proceeded to read an ancient edition of a women's paper.

About four minutes later I was engrossed in the matrimonial affairs of Mr. and Mrs. Bliss when a tall, distinguished-looking gentleman in a grey suit broke the silence by remarking, "I hope you don't mind if I go in before you. I have to have one out."

"Not at all, sir," I replied, thinking to myself, "of all the nerve," but nevertheless glad of the opportunity to delay the awful moment. Then I realised I had called him "sir." This habit was getting quite annoying. Calling everybody "sir" can be quite embarrassing at times. So I dropped the "sir."

The conversation then turned to the Women's Royal Naval Service, as is usual when one is in uniform. This gentleman seemed to know so much about Dauntless and Woolwich Tactical School that I immediately became "restriction" conscious. After reading of the "Isis case" I was making sure it wouldn't happen to me, and you never know to whom you are talking. This, as you can imagine, almost brought the conversation to an end, then he mentioned that he had been to Dauntless the week before.

This started me talking about a friend from home, who at that time was at Dauntless doing her basic training. He tried several times to interrupt, but I was talking on a subject about which I knew something and knew to be safe. May I mention, however, I enjoyed my four weeks at Dauntless so I said nothing detrimental.

After about 15 minutes of this conversation he was called to the chair. I immediately returned to Mr. and Mrs. Bliss, but my thoughts kept wandering back to the tall gentleman in the grey suit.

Where had I seen him before? How did he know so much about Woolwich

Tactical School, and how had a man come to be at Dauntless?

These thoughts were still going through my mind when I was called to the chair. As I walked into the horrible room with that dreaded chair a voice reached my ears with words to the effect, "Lord Mountbatten sends his apologies for keeping you waiting, Wren Day."—WREN P. DAY.

P.O. Wren L. G. Gammans, O.N. 66560, Royal Naval Barracks, was awarded her Long Service and Good Conduct Medal on October 31. Congratulations to Wren M. K. Canlan, Royal Naval Barracks, who played in the W.R.N.S. cricket team this summer.

Officers' Society which is over 200 years old

WHILST nearly all readers of the NAVY NEWS know about the Royal Naval Benevolent Trust, it is surprising how few officers are aware of the Royal Naval Benevolent Society and the work it has done for more than two centuries in alleviating distress among officers and their dependants.

Founded in 1739 as a club, under the name of the Amicable Navy Society, many well-known names appear in the earlier lists of members. In 1757 "The list of Admirals and Captains surviving" includes the name of Admiral Byng, only a month before his execution. Capt. John Jervis (afterwards Earl St. Vincent) joined in 1763 and both Nelson and Collingwood in 1791. It is recorded that in 1799 a resolution was passed excluding the granting of relief of relatives of non-subscribers. Rear-Admiral Lord Nelson showed his disapproval by resigning; the resolution was rescinded, and Nelson invited to rejoin. Apparently he did so as he subscribed four guineas in 1801 and two guineas a year until his death. In 1808 the name of the Society was changed to the Naval Charitable Society, the prefix "Royal" being added when King William IV became patron in 1830. Since then each successive sovereign has been both patron and a subscribing member.

Granted a charter in 1838, by Queen Victoria, the Society took its present name of the Royal Naval Benevolent Society.

SCHOOL FOR DAUGHTERS

In 1839 Admiral Sir Thomas Williams was instrumental in establishing a school for the education of Naval officers' daughters called the Royal Naval Female School, which was at Richmond, and now known as the Royal School for Daughters of Officers of the Royal Navy and Royal Marines, at Haslemere.

Early in the 19th century the system of holding meetings, styled quarterly

courts, in January, April, July and October, was introduced, and it remains to this day.

In 1955 it was decided to increase the maximum grants at any one court from £50 to £100 for member cases, and from £10 to £20 for non-members, but full advantage is taken of a saving clause in the rules, and a considerable number of old folk now receive as much as £150, and in some cases £200, in a year.

NAVAL TRADITION

There are many sad stories told by applicants for help, and some that are interesting. One lady who received many grants before the last war related that her father, an admiral, served as a midshipman in Bellerophon at Trafalgar. Her grandfather, a captain, was employed during the wars with France and America as superintendent of transports at Portsmouth. Her great uncle, an admiral, was a Lord of the Admiralty under Lords Melville and Barnham at the time of Trafalgar, and an ancestor was an officer at the Battle of Cape La Hogue in 1692. With this tradition behind her no doubt she would have joined the W.R.N.S. in the Second World War had her age permitted.

MEMBERSHIP

Membership is open to officers on the active or retired lists who served in the rank of lieutenant, and the subscription is one guinea a year or £10 for life membership. For this small outlay, help may be given to members themselves or to their widows, orphans, mothers or sisters, when in difficulties. The sad part of the Society's story is the difficulty in persuading officers to join. About 100 years ago membership was nearly 4,000; it then dwindled to 350 and for the last decade or so has been fairly static around about 1,100 to 1,200.

The President of the Society is Admiral of the Fleet Sir Charles Forbes, the chairman Sir Patrick Brind and the secretary Rear-Admiral Sir William Jolly, and the offices are at 1 Fleet Street, London, E.C.4.

Royal Naval Friendly Union of Sailors' Wives

VERNON BRANCH HAS RECORD CROWD AT SALE OF WORK

THE annual sale of work organised by the H.M.S. Vernon branch, held in the Cinema on November 5, was a successful occasion. Mrs. E. A. Blundell welcomed the Deputy Lady Mayoress, Mrs. Asquith-Leeson, and Lady Grantham.

In declaring the bazaar open Mrs. Asquith-Leeson said she was delighted to officiate in this way as her associations with the Portsmouth Friendly Wives had always been most pleasant, and she was pleased to have this opportunity to thank them for the splendid way they have always helped local

friends of our own, making the largest attendance we have ever had.

After tea, which was served by the tea committee under Mrs. Bird, Mrs. Asquith-Leeson assisted at the draw, proceeds of which go to Services House. The prizes went to: Mrs. C. M. Watson, Mrs. Owers, Wren G. Wayman, Lieut.-Cdr. Bailey, Capt. Blundell, Mrs. Wheeler, Lieut.-Cdr. Thorpe, Mrs. M. Eddings, Mrs. Gillam.

Because of the leave period the next general meeting will be held on January 14 and will be a beetle drive. We hope a large number of members

will be able to come and look forward to welcoming new members.

SEWING MEETINGS

Mrs. Walmsley wishes to bring to notice that sewing meetings will be resumed next year on the last Wednesday of each month in the Petty Officers' Mess, and hopes that more members will find it possible to attend. All new members are encouraged to come. Those who can sew are needed, those who cannot will find this a splendid opportunity to learn in a convivial manner.

All wives whose husbands are serving in H.M.S. Vernon and wives whose husbands have spent any time in H.M.S. Vernon and who are still serving in the R.N. are eligible for membership of our branch and will be very welcome at our meetings.



Yeovilton, commenced with very strong attacks from both sides, the play being very fast and even. Lee-on-Solent took the lead with a deflecting shot from a free hit, the final score being Lee-on-Solent three, Yeovilton nil, but Yeovilton certainly never gave up the fight and played a fast game right up to the final whistle.

Lee-on-Solent therefore retained the Air Command Hockey Cup for yet another season.

From these teams and trialists from other Air Stations, a trial was held to select the team for the Home Air Command Hockey Week Tour. An account will be given next month.

Admiralty Fleet Order 2774/58 gives information regarding the Royal Navy Field Gun Competition which will form part of the Royal Tournament at Earls Court in 1959. Selection of volunteers has started, but organised training will not begin until February 1.

There is so much more
in a
Nicholls
home

**Bungalows near
PORTSMOUTH
AT HORNDEN AND HAVANT**

Write for details and illustrated brochure to
JOHN C. NICHOLLS - COURT LANE - COSHAM - HANTS : Tel. Cosham 76429

PRICES FROM £1845
**DEPOSIT
FROM £95**
EASY REPAYMENTS

BEA



For your leave requirements

... to Malta ...
To-day, whilst you are in Malta ...
to start. ... m to service personnel

In co-operation with K. by B.E.A. :
scheme of endowment at ... £32 RETURN
for naval ratings and Ro ... £31.15.0 RETURN

For full particulars reduced Fares

ONS THROUGH

PRUDIA AIRLINES

Or write to the Pruders with B.E.A.

Holborn Bars, **LETTA** Dial 5471-72

to us direct

BOOK REVIEWS

Russia's failures made it 'A cold hell'

LOSSES THAT COULD HAVE BEEN AVOIDED

THERE can be no doubt that one of the toughest campaigns ever fought was that of the Russian convoys. From 1941 to a few days before the collapse of Germany in 1945 the ships of the Allied merchant navies poured millions of tons of supplies into Russia.

Between August, 1944, and April, 1945, alone, over a million tons of arms and stores and equipment of all kinds were carried by 250 ships—enough vehicles, weapons and other equipment to fit out 60 Russian motorised divisions according to a German estimate made since the war.

"The Kola Run," written by the distinguished anti-submarine experts, Vice-Admiral Sir Ian Campbell and Capt. Donald Macintyre, is a record of what lay behind the enormous efforts made by Britain and the U.S.A. to keep Russia's war machine in being. It is a story of what can only be described as sheer guts—for how else can we describe the men of the Merchant Navy tankers and ammunition ships, who faced in the early stage at least, often less than a fifty-fifty chance of escaping being blown into eternity, burned alive or drowning in water usually a few degrees only above freezing point. For the men of the escort ships things were little better. During 1941 and 1942 convoys sailed in both winter and summer. The appalling weather, with the constant battle against ice and snow putting radar and guns out of action in winter gave way in summer to air raids round the clock, giving no chance of sleep except in the brief lull between one raid and the next.

But if this book is a record of heroism it is also a record of what can at best be described as ingratitude. At times it is hard to believe that the Russians were fighting with the other Allied powers at all. Apart from failing even to provide minesweepers to keep clear the approaches to their ports they failed also to provide fighter support even near their own coasts. But if lack of military co-operation could be excused through a shortage of weapons there was no excuse at all for the mis-

handling of stores once they were landed, and the complete lack of provision of any shore amenities for the ships' companies ashore. Indeed, the official attitude to Allied seamen was one of scarce-disguised hostility.

This book is a long-awaited history of the Russian convoys, but it has much that should be a reminder to all today who would cut the Navy in the interests of economy and political expediency. The terrible losses that occurred in 1941 and 1942 were due to a chronic shortage of escorts—aircraft and carriers—a direct result of pre-war economies. The politicians of all parties would do well to mark the authors' comments on these losses: "Not for the first or last time in the history of war, it is heartbreaking to count the losses that might have been avoided if the Navy had entered it with a sufficiency of aircraft-carriers and the aircraft and air-crews to put in them."

"The Kola Run," by Vice-Admiral Sir Ian Campbell, K.B.E., C.B., D.S.O., and Capt. Donald Macintyre, D.S.O., D.S.C., R.N. (Frederick Muller Ltd., 25s.)

STORY OF THE 17th CHALLENGER

HERE is the story of the Seventeenth Challenger for the America's Cup. It begins with a short history of the cup and previous challengers, discusses Sceptre's evolution and design, providing a good deal of food for thought for the more mathematically minded yachtsman. The building of the boat, her trials and tuning up are then described while the final chapters describe the disappointing climax of the project off Rhode Island. Somerville's salty style makes this a particu-

WHERE IS OLD PORTSMOUTH?

"WHERE is Old Portsmouth?" That question is often asked by visitors and residents alike. Richard Esmond's *The Charm of Old Portsmouth* (Messrs. Gale & Polden, 5s.) sets out to inform people interested in this salty port the whereabouts of Old Portsmouth, and this charming book certainly achieves this aim. It recalls that in the Domesday Book (1086) there were hamlets or manors of Buckland, Fratton and Copnor. Now, instead of being hamlets, they are districts of the city.

COLOURFUL PARADES

To some of the older citizens of Portsea Island, this book will bring back vivid memories of the colourful military church parades which took place weekly prior to the First World War on the parade ground outside the small, now partly destroyed, Garrison Church.

It recalls stories of such famous men as Admiral Nelson (who was born 200 years ago); William IV, when Duke of Clarence, serving in the Royal Navy; John Pounds (the famous self-taught originator of the Ragged Boys' Schools), and many others.

Such landmarks as Sally Port and Point—commonly known as "Spice Island"—are written about, and mention is made of the latter's tradition of having a "King of Spice Island."

Visitors or Portmouthians interested in Old Portsmouth's past history, and of the men "who go down to the sea in ships" are strongly recommended to read this book.—A. H. P.

larly easy book to read. There is a wealth of anecdote, much of it of particular interest as it concerns officers and ratings who are still very active in Royal Navy sailing.

The author is a (retired) professional seaman and a very experienced yachtsman. He has every right to be critical which he frequently is, but always constructively. Apart from the entertainment value of the book, the average yachtsman can learn a good deal from it in the way of yacht design, crew training and racing in the bigger classes. Those who were lucky enough to be selected to sail in the trials earlier this year will experience a degree of nostalgia, aggravated no doubt by the fine photographs with which the book is illustrated. W. H. W.

"Sceptre" by Hugh Somerville. (Cassell, 21s.)



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 25 years' service?

When I had done my 9 years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

*For members of the W.R.N.S. the Pension is £149 a year.



— Send this coupon to 246 Bishopsgate, London, E.C.2 —

Please send full details of the Progressive Savings Scheme

Name.....

Address.....

Rating or Rank..... Age next birthday.....



Which will you take?

I'm going for the pension because there's another valuable right with it—I can get a cash advance for the full price of a new house. I'm all lined up for a job already, and with an extra pension to look forward to and the wife and family safe in our own home—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.

NEW COMMODORE FOR THE SEA CADET CORPS

Seaman boy to Admiral

THE new Honorary Commodore of the Sea Cadet Corps is Rear-Admiral John E. H. McBeath, C.B., D.S.O., D.S.C., who after a most distinguished career has just retired from the Navy.

Born in South Africa, Admiral McBeath joined the Royal Navy in 1923 as a Seaman Boy in H.M.S. Ganges. It was not long before his sterling qualities brought him a commission to wardroom rank. He was made a Commander in 1941 and a Captain in 1945 and was promoted to Flag Rank in 1955. To have risen from Seaman Boy to Admiral is a most remarkable achievement which has been accomplished by only three others in the Royal Navy in this century.

Admiral McBeath is a destroyer man. He earned his D.S.O. for outstanding qualities of leadership, initiative and resource in command of H.M.S. Venomous during the evacuation of Boulogne in 1940, and was also mentioned in despatches the same year for his skilful handling of H.M.S. Venomous at Dunkirk, when he avoided damage to his ship from air attack and brought home 4,900 troops.

Admiral McBeath was also awarded the D.S.C. in 1942 for his services

during a raid on Norway when in command of H.M.S. Orioli. He wears the French Order of Merit, a very rare decoration for a Naval officer, for rescuing survivors from the French ship Yolande on the coast of Shantung, China, on March 6, 1938.

Admiral McBeath succeeds Vice-Admiral Sir Gilbert Owen Stephenson, K.B.E., C.B., C.M.G., D.L., who has taken an active interest in the Corps since 1935 and since 1949 has been its Honorary Commodore.

ADVANCEMENTS

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

To Chief Petty Officer
JX 802133 A. Adshhead, JX 292698 W. C. Clarke, JX 766480 G. C. Cooper, JX 245819 R. Denne, JX 177382 L. Golding, JX 159308 W. Gregory, JX 152579 N. Hall, JX 147613 R. Stanton.

To Master-at-Arms
MX 801821 T. G. Barrow, MX 729849 G. C. Couch, MX 768937 J. Weller.

To Chief Petty Officer Writer
MX 120702 E. Button, MX 897017 D. Marsland, MX 811707 G. Mytom-Hart, MX 801616 R. Pocock, MX 845811 J. Yates.

To Chief Petty Officer Cook (S)
MX 60957 R. Davis.

To Stores Chief Petty Officer (V)
MX 735566 P. Darline.

To Chief Petty Officer Cook (O)
MX 850786 D. Rawlings.

To Sick Berth Chief Petty Officer
MX 59110 T. Bailey.

To Chief Shipwright Artificer
MX 718390 R. Barratt, MX 510269 E. Boynes, MX 621873 E. Dennis, MX 713997 J. Kelly, MX 801452 N. Poulter, MX 802876 F. Warren, MX 714002 P. Wyles.

To Chief Engine Room Artificer
MX 58276 J. Collins, MX 608143 W. Knowles, MX 753948 D. Mackay, MX 770003 F. Smith.

To Chief Engineering Mechanic
KX 94500 S. Drew, KX 95473 W. Ormand, KX 86751 G. Spencer.

To Acting Chief Aircraft Artificer
L/FX 668539-AA2 G. Williams, L/FX 668367 AA2 R. Cowan.

FILM RELEASES TO THE FLEET

"The Moonraker" (colour), adventure, melodrama, with George Baker, Sylvia Syms, Peter Arne.

"She Didn't Say No" (colour), comedy, drama, Eileen Herlie, Niall MacGinnis, Raymond Manthorpe.

"Ice Cold in Alex," desert war melodrama, John Mills, Sylvia Syms, Anthony Quayle.

"The Big Money," comedy, Ian Carmichael, Belinda Lee, Robert Helpmann.

"A Cry from the Streets," low life comedy melodrama, Max Bygraves, Barbara Murray, "Smiley" Petersen.

FROM CHRISTMAS ISLAND DUTY IN TIME FOR CHRISTMAS

Scarborough encircles world

ONE of the Royal Navy's latest anti-submarine frigates, H.M.S. Scarborough, is due to return to Portsmouth on December 11, after spending 10 months away from the United Kingdom, during which time she has circumnavigated the world and travelled over 40,000 miles.

After serving in the Mediterranean Fleet for four months, H.M.S. Scarborough was selected for duty at Christmas Island in connection with Britain's latest series of nuclear weapons tests during August and September. Her outward voyage included visits to the Azores, Bermuda and Jamaica, and, after a short stay at Fort Rodman in the Canal Zone, she sailed the 4,500 miles from Panama to Christmas Island non-stop.

News of Submarines

WHEN H.M.S. Porpoise, which had been alongside at Dolphin for some time, departed from Portsmouth she sent the following signal to S/M.5 with a copy to S/M.3: "Lord, now lettest thou thy servant depart in peace, according to thy word, for mine eyes have seen thy salvation. Thank you." S/M.3 then sent a signal to S/M.5 regarding the Porpoise's signal, which read "Acts 15, verse 15."

(This verse reads: "And to this agree, the words of the prophets as it is written.")

H.M. Submarine Alcide sailed from Canada on December 1, and is expected to arrive at Portsmouth on December 12.

Aurochs left Sydney on October 4, and after visiting Tahiti, Balboa, Curacao and Key West, is expected to arrive at Portsmouth on December 3. This submarine's captain is Lieut.-Cdr. Peter Hay. On leaving Australia, the following signal from the Australian Commonwealth Naval Board was received by the ship: "The Naval Board marks with regret your departure from the station after two years of good service with the Royal Australian Navy, and takes this opportunity to wish you, your officers and men, a safe passage, and happy home-going. Well done."

Scarborough's principal duties in the Test Area consisted of the weather reporting so vital to each nuclear test, and much of the success of the recent series can be attributed to her work in this connection. She also carried out anti-intruder patrols. Scarborough is fitted with the most up to date radar and other mechanical aids and devices.

The 230 officers and men witnessed four major detonations during their services in the Test Area and were personally complimented for their high performance of duty by Air Vice-Marshal Grandy, the Nuclear Task Force Commander, before Scarborough sailed from Christmas Island on September 24.

VISIT TO SAMOA

On completing these duties, she called first at Apia, in Western Samoa, where the Royal Navy was made an honoured guest at a special performance of Samoan dancing, and much other hospitality was exchanged between the ship and the Samoan population. In one respect, the ship's visit provided a revolution in local millinery styles, since many local ladies, including the wives of a number of Samoan chiefs, were seen proudly wearing an H.M.S. Scarborough cap ribbon in their raven tresses.

The Royal New Zealand and Royal Australian Navies are shortly bringing into service anti-submarine frigates of the Whitby Class, to which H.M.S. Scarborough belongs. Opportunity was therefore taken

for the ship's homeward voyage to be made via the Antipodes so that Naval and civilian authorities of both Navies could have a thorough insight into the layout and performance of these ships.

On October 4 H.M.S. Scarborough arrived at Auckland and remained for 10 days. During this time, and in subsequent visits to Australian ports, Cabinet Ministers, members of the respective Navy Boards and all ranks of Naval and civilian representatives inspected the ship and commented favourably on these highly efficient submarine killers.

MEETING AFTER 20 YEARS

Visits in Australia were paid to Sydney, Melbourne and Fremantle and many opportunities were taken by members of the ship's company to renew acquaintances with long-absent friends and relations.

NO DESPERADOES

At the time of writing, H.M.S. Scarborough is en route for Colombo after an amusing diversion. An SOS was received from a tanker of Liberian registry stating in dramatic terms that the captain and officers were being murdered and the radio officer was desperately defending his life. H.M.S. Scarborough proceeded to intercept the tanker, with visions of boarding her in the face of armed desperadoes, but it transpired that nothing more serious had happened than the radio officer's "going round the bend."

Before reaching Portsmouth, H.M.S. Scarborough is due to call at Colombo, Aden, Malta and Gibraltar. She is now commanded by Cdr. C. W. Eason, R.N., who assumed command from Cdr. N. E. F. Dalrymple Hamilton, M.V.O., M.B.E., D.S.C., R.N., at Auckland on October 8.

140,000 miles on four royal tours

MR. PERCY DOWLING, in charge of the telegraph delivery room at the Huddersfield G.P.O., is probably the only seaman to sail on four royal tours. During his fourth tour, in 1927, when he accompanied the Duke and Duchess of York (later



Photo: Huddersfield Examiner

Mr. P. Dowling at his office desk

King George VI and Queen Elizabeth) he acted as a barber in a "crossing-the-line" ceremony and had the distinction of lathering and shaving the late King.

Mr. Dowling, who is now 58, joined the Royal Navy as a boy and his first ship was H.M.S. Renown, later used almost exclusively for Royal tours. He was serving in Renown during the First World War and was aboard that ship when she escorted the airship R34 across the Atlantic.

His first three Royal tours were with the Prince of Wales (now Duke of Windsor) to Canada, the West Indies, Australasia, India and the Far East. From 1920 to 1922 he was attached to the Prince's staff. Mr. Dowling pos-

sesses a signed photograph of the Prince sent to him after he had completed his third tour. He also has a signed certificate from the Duke and Duchess of York.

Mr. Dowling sailed a total of 140,000 miles on Royal tours. In the Second World War he served in the cruiser Dauntless in the Atlantic and the Pacific, and during his 30 years in the Navy has sailed more than a quarter of a million miles.

Living at 3 Moor Lane, Netherton, Huddersfield, Mr. Dowling still has an active connection with the Service, for he is a Vice-President of the Royal Naval Association.

In Memoriam

Lieutenant Brian Peter John Evans, Royal Navy, H.M.S. Ganet. Died October 28.

Lieutenant David Neville Spurling, Royal Marines, No. 45 Commando, Royal Marines. Died November 3.

William Batey, Leading Tactical Communications Operator, C/J. 940651. H.M.S. Solebay. Died November 4.

Lieutenant Commander Kenneth Harry McBeth Campbell, Royal Navy. H.M.S. Cochrane. Died November 5.

Ian Wallace Reid, Steward, D/L.958229. H.M.S. Eagle. Died November 5.

Arthur Vernon Martin, Engineering Mechanic 1st class, P/KX. 907121. H.M.S. Victory. Died November 10.

Sub-Lieutenant Colin Richard Cresswell, Royal Navy. H.M.S. Fulmar. Died November 20.

Shipmate David Venn, Vice-Chairman of Cardiff branch, 1954-58. Died October 24.

Shipmate Herbert Edwin Gurr, member of Gravesend branch since 1938. Vice-President. Died November 21.

George Hubbards, Leading Electrical Mechanic, H.M.S. Rorqual. Died November 27, 1958.

'Eagle gives a party'



Four hundred Turkish children were given a party in H.M.S. Eagle at Istanbul. The little boy on the left seems uncertain where to start

W.R.N.S. EXHIBITION

THE Home Command Women's Royal Naval Service Handicraft Exhibition was held at the Royal Naval Air Station, Lee-on-Solent, on November 28 and scores of examples of the spare-time work of Wrens were on show. Some of the dresses made by entrants were modelled in a mannequin parade by the Wrens who made them, the Wrens having been coached by Wren Dilys Bull, who was a model before she joined the Service.

Examples of work by Wrens at Culdrose, Eglington and Scottish Air Stations were on show.

Dresses were not the only work shown. Basket work, embroidery and soft toys were exhibited together with drawings, pottery, paintings and an example of book-binding.

A SUBMARINE RECORD FOR BRITAIN

THE 'BAKING POWDER' DIVE

IN September, 1957, Lieut.-Cdr. J. Whitton, the Submarine Command Escape Officer serving in H.M.S. Dolphin, experimented in the 100 ft. submarine training escape tank at the base with one of the plastic "atomic" submarines given away with a well-known breakfast food.

Charged with baking powder, as directed on the packet, the little submarine reached a depth of no less than 42 ft., and after a brief period of hovering returned to the surface. The whole dive, which was completed in eight and a half minutes, was orderly, well controlled, and in good trim. Lieut.-Cdr. Whitton, in writing to the firm concerned, remarked that it was a spectacular and interesting performance, and he considered the achievement on a weight/depth basis set up some sort of a record.

As may be expected, the makers of the cereal concerned entered into the spirit of the thing and readily made available other submarines for testing, stating that their submarine strength

with our American friends, and it gives me great pleasure to read that you have established a new record with the aid of a small amount of baking powder.

I sincerely hope you will carry on the good work and further enhance the reputation of the "trade"; who knows, perhaps the answer to future development is to be found in scientific study of "Mrs. Beeton's"!

Seeing your name in the paper brought back many happy memories for me, as I have not met a submariner since leaving the Service in 1947, and I often wonder what became of all the grand fellows I once served with, but I now know that you are still serving in "boats" anyway.—L. S. HORAN (ex-L./Stoker L. Smith, H.M.S. Unshaken).

PS: My adopted parents named Smith died during the war and it came to light that my name should be Horan and not Smith. This has all been straightened out now, and my Service records have been altered accordingly.



**PORTSMOUTH
PLYMOUTH
CHATHAM**

IN THESE HOME PORTS — and in the towns and villages of England and Wales — Lloyds Bank maintains a network of over 1750 branches. Naval personnel who wish to open a banking account will be welcomed at any of these branches, where they will be advised as to the type of account they need and given full information regarding the many services the Bank can render to those both afloat and ashore. Those serving in the Portsmouth Command should apply to the main branch:

LLOYDS BANK



115 Commercial Road, Portsmouth

NEPTUNE'S SCRAPBOOK



His Royal Highness The Duke of Gloucester, K.G., K.T., K.P., G.C.B., G.C.M.G., G.C.V.O., has been appointed an Honorary Commodore in the Royal Naval Reserve with effect from November 1, 1958.

H.R.H. The Duchess of Kent, Chief Commandant of the Women's Royal Naval Reserve visited the Royal Naval College, Greenwich, in December. Her Royal Highness was met by Vice-Admiral Sir Geoffrey Barnard, K.C.B., C.B.E., D.S.O. and Bar, the Admiral President of the College and accompanied by Commandant E. L. E. Hoyer-Hillar, O.B.E., Hon. A.D.C., W.R.N.S., the Director of W.R.N.S., and Chief Officer D. M. Blundell, W.R.N.S., the Senior W.R.N.S. officer at Greenwich, toured the W.R.N.S. quarters.

Major-General I. H. Riches, D.S.O., Royal Marines, is to be promoted Lieutenant-General and to be Commandant-General Royal Marines, in succession to General Sir Campbell R. Hardy, K.C.B., C.B.E., D.S.O. and two Bars, Royal Marines, the appointment to take effect about mid-February, 1959.

Colonel M. C. Cartwright-Taylor, Royal Marines, is to be promoted Major-General on February 16, 1959, and appointed Major-General, Commanding Plymouth Group, Royal Marines, in succession to Major-General R. W. Madoc, D.S.O., O.B.E., Royal Marines.

Acting Vice-Admiral Sir St. John R. J. Tyrwhitt, Bt., C.B., D.S.O., D.S.C. and Bar, is to be promoted to the rank of Vice-Admiral. He has been Chief of Staff to the C-in-C, Allied Forces Mediterranean, since January.

Surg. Capt. T. G. B. Crawford, M.B., B.Ch., R.N., has been appointed an Honorary Physician to the Queen with effect from November 17, 1958, in succession to Surg. Capt. C. B. Nicholson, M.B., B.Sc., M.R.C.S., L.R.C.P., D.L.O., R.N.

Vice-Admiral Sir A. Gordon V. Hubback, K.B.E., C.B., is to be placed on the Retired List. He is to become managing director of the company formed to take over Malta Dockyard.

The Chief of Staff to Flag Officer Submarines, Capt. H. S. Mackenzie, D.S.O., D.S.C., is being relieved by Capt. G. E. Hunt, D.S.O. and Bar, D.S.C. and Bar, who was, until June last, Commodore of the West Indies Squadron. Capt. Mackenzie is going to H.M.S. Ganges.

Capt. L. W. L. Argles, D.S.C., R.N., has been appointed to H.M.S. Pembroke as Commodore of the Royal Naval Barracks.

The First Lord of the Admiralty has appointed Mr. P. D. Nairne, M.C., to be his Principal Private Secretary in succession to Mr. P. B. C. Moore, who is promoted to the rank of Assistant Secretary.

The Admiralty recently announced that the normal length for a General Service Commission (see September issue of NAVY NEWS) would be two years, but it has now been announced that as an exception to the general rule, frigates commissioned with the Arabian Seas and Persian Gulf, to which special consideration will apply, will continue to be an 18-month General Service Commission.

H.M.S. St. Vincent held its annual "cracking" fireworks display and parade on November 5.

Field-Marshal Lord Montgomery of Alamein visited H.M.S. St. Vincent on November 10. After inspecting Divisions, he talked to the juniors under training.

The Canadian Task Group 301, comprised of H.M. Canadian Ships Bonaventure, St. Laurent, Ottawa, Haida and St. Croix, arrived at Portsmouth on November 28 and 29 and will stay until, December 6.

Osprey to become the new 'Chopper' Base

BIG CHANGES AT PORTLAND

SINCE Osprey last featured in these columns, many changes have taken place. There has been a steady drain away of personnel from the establishment as we have run-down preparatory to our change of role. In the new year, we are to become a base for "chopper" training. A comparatively young shore establishment, Osprey, like all young things, believes in keeping up with the times.

Many of those who have left will be interested to know of two major changes which will affect future inhabitants directly. The upper football field has been considerably enlarged. The removal of the large quantities of earth from the side of the hill was very kindly undertaken by a small, cheerful Army unit with large equipment. The area was then returned and we now have a very fine sports field, practically within the gates of the establishment.

The second operation, not quite completed, has been the modernising of the cinema. CinemaScope equipment has been fitted and carpenters are now busy installing a tiered floor and tip-up seats. When seating and redecorating are completed, we should have a cinema of which we can be proud.

SKIPPER SURVIVES

News of that trio, "Lassie," "Skipper" and "Major" is probably of interest to all former Ospreys. "Major" and "Lassie" are no longer with us. "Major" had to be put down as he was becoming difficult, and poor old "Lassie" was in so much trouble with her rheumatism, that it was kindness to put her down also. Her grave, suitably marked, is in East Weare Camp, on the site of her "bone store." "Skipper" still survives, though his port after leg is crippled. It is not possible to recount how his leg was damaged—the story would require an "X" certificate.

NAVY NEWS BOARD AT THE PRESS

THE BLOOD BATH

For the benefit of those who left before the "Blood Bath" (deck hockey) competition ended, we put on record that the final resulted in a draw between the Petty Officers and the Chiefs, but the replay was won by the Petty Officers, 7-3.

The doubles tennis tournament was completed at the end of September. Surg. Cdr. Lauder and Cdr. Shewell beat Lieuts. Knox and Gillett in the final. The singles tournament was won by S.A. (V.) Millward, who defeated Surg. Cdr. Lauder.

We had a disappointment early in the season when Osprey soccer XI was defeated by R.N.B. Portsmouth in the first round of the Navy Cup competition. However, our tails are up once more, as a few days ago our hockey XI had a very fine away win against Collingwood in the first round of the Hockey Navy Cup competition.

FAST RACE

The annual port cross-country race, run on November 4, was won by 2nd Training Squadron. The race was fast and first man home was A.B. Ledbury (Osprey). Although three out of the first four places were taken by Osprey and our fourth man was quite well placed, the remainder of the team could not hold the pace. The victory went to 2nd Training Squadron who gained points by running as a team.

At the end of September we had to bid a sad farewell to Captain and Mrs. Mayo. Wherever they may go in the future we hope that they will retain happy memories of Osprey. We were very happy to serve with them.

Captain G. D. Pound, D.S.C., R.N., has taken over command of the establishment and is also Chief Staff Officer to the Flag Officer Sea Training. We take this opportunity of wishing him a very happy commission.

SQUADRON FROM PORTLAND VISITS PORTSMOUTH

THE Second Training Squadron, based at Portland, paid a week-end visit to Portsmouth, November 28 to December 1. The Squadron—H.M. ships Grenville (Capt. E. L. Cook), Pellew (Cdr. M. H. Hutton), Murray (Lieut.-Cdr. G. Cussins), Malcolm (Lieut.-Cdr. N. C. W. Tetley), Dundas (Lieut.-Cdr. J. de Beaufort Suchlick) and Hardy (Lieut.-Cdr. F. E. B. Brown)—will be accompanied by the seaward defence boat Ickford (Capt. H. Mott, R.M.) manned by a Royal Marine crew. The squadron is administered by Rear-Admiral W. G. Crawford (Flag Officer, Training).

With the exception of Grenville and Ickford, the ships are frigates of Type 14 and their main task at Portland is anti-submarine training.

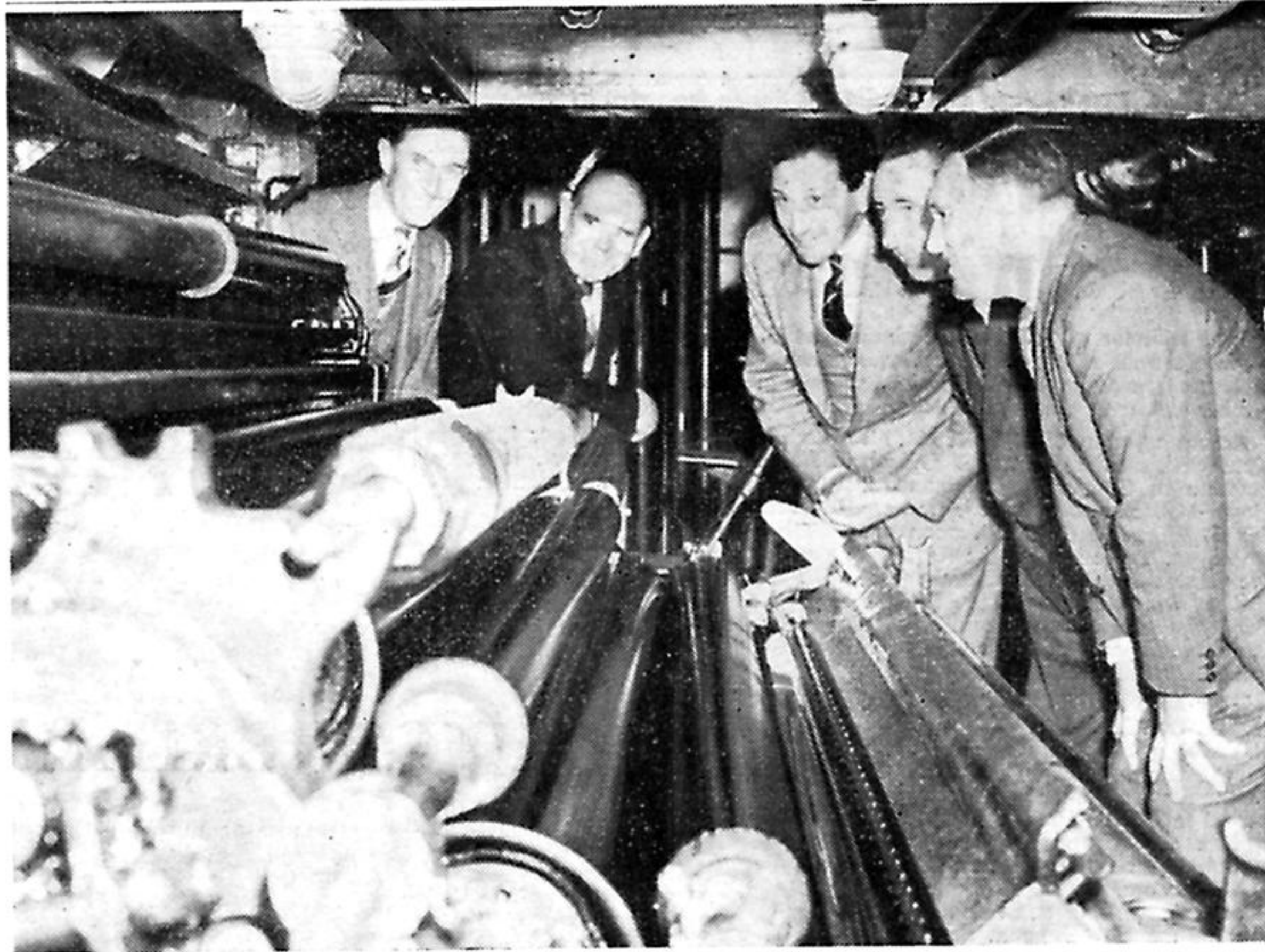
H.M.S. Teazer will replace the Grenville as leader of the squadron when the latter goes to Rosyth early in December for an extended refit.

Royal Yacht's Canadian Navy contingent

WITH the approval of the Queen, the ship's company of H.M. Yacht Britannia will contain representatives of the Royal Canadian Navy during her visit to Canada next year for the opening of the St. Lawrence Seaway.

The contingent will be two officers and 15 ratings strong and in order to find the required vacancies in the Yacht's complement as they arise, they will join in two drafts, the first in January before Britannia's World Cruise with His Royal Highness The Duke of Edinburgh, and the second in May, 1959, before the Yacht sails for Canada.

Admiralty Fleet Order 2647/58 gives details governing discharge by purchase for both ordinary and compassionate cases, and includes purchase money rates. Admiralty Fleet Order 2648/58 lists the names of men whose applications have been approved as a result of the review of ordinary applications covering July 1 to September 30. The next review will be held in January.



show a leg!



In new number ones, or a smart pair of sports trousers, you can tell right away when Jack has been to Willerbys.

Why not call in yourself? There's a wonderful range of cloths and styles to choose from, in both made to measure and ready-to-wear clothes for men and women. You'll like the helpful service, and the reasonable prices, and you can pay by allotment if you wish.

If you'd like to know more about Willerbys, drop us a line, or call in when you're next on shore. We shall be pleased to let you have a copy of the leaflet describing the 'Willerbys Way'.

A.M.P. SOCIETY

FOR LIFE AND ENDOWMENT ASSURANCE WITH
LOW PREMIUMS—GOOD BONUSES
LIBERAL CONDITIONS

Naval Personnel normally accepted with War and Service risks covered
AUSTRALIAN MUTUAL PROVIDENT SOCIETY

Head Office for the UNITED KINGDOM

73-76 KING WILLIAM STREET, LONDON, E.C.4

Assets £400,000,000

For service in the Portsmouth area contact Mr. W. D. Steyn, 374 London Road
PORTSMOUTH, Hants. (Telephone No. Portsmouth 60551)

THE "Navy News" Board were, through the courtesy of Mr. B. J. Cox, Deputy Manager of Gale & Polden Ltd., Wellington Press, Aldershot, given the opportunity of a tour of the printing works in which "Navy News" is produced. The Works Manager, Mr. P. Foulds, conducted the members around the various departments explaining the functions of the machines. The photograph shows the Chairman of the Board, Commodore A. A. Fitzroy Talbot, Lieutenant H. R. Berridge, R.N. (ret.) (Editor, "Navy News"), Captain R. Williamson-Jones, A.D.C., R.N., Inst. Captain Jenkin, R.N., and Captain D. E. Mannering, R.N.

Villagers visit their adopted ship

THE Captain of H.M.S. Soberton (Lieut.-Cdr. J. D. Fyfe, R.N.), officers and men entertained parties from the villages of Soberton and Newtown, when they visited the ship in Portsmouth on November 22. The ship has been "adopted" by the two Hampshire villages, and the villagers were able to see "their" ship, to which parcels of books and magazines have already been sent.

The first visitors were about 30 children and Girl Guides, and the second party consisted of members of the Women's Institute or Mothers' Union. The ladies were led by Mr. P. J. Bignell (Chairman of Soberton Parish Council) and the Rev. K. G. P. King (Vicar of Soberton). The children were accompanied by the Vicar.

The officers of the ship gave a cocktail party on board the same evening, and among those present were Admiral Sir Vaughan Morgan, a former Admiral Superintendent of Portsmouth Dockyard, the Headmistress of Newtown Primary School, Miss E. M. Dovey, and representatives of local organizations. Also present was the Rev. L. T. S. Sims-Williams, Vicar of Bembridge, Isle of Wight, whose son is the navigating officer of the ship.

HOME AGAIN

TWO ships returned to Portsmouth on Friday, November 28, from the Mediterranean. They were H.M.S. Torquay (Capt. E. M. Usherwood, D.S.C., R.N.), an anti-submarine frigate and leader of the 5th Frigate Squadron, and H.M.S. Carysfort (Cdr. M. M. Dunlop, R.N.), of the 6th Destroyer Squadron.

Both ships, after several months' service in the Mediterranean, carried out exercises on the way home with units of the Home Fleet and also with the Canadian Squadron which arrived at Portsmouth for a week's visit on November 28.

KING OF JORDAN BIDS FAREWELL TO BRITISH TROOPS

Tour of H.M.S. Ceylon

IT is often said in the Royal Navy that "one comes to expect the unexpected," and this saying was recently proved in H.M.S. Ceylon (Capt. F. R. Twiss, D.S.C.).

Three weeks after sailing southwards through the Red Sea for temporary duty under the Commodore, Arabian Seas and Persian Gulf, before proceeding to Singapore for service on the Far East Station, H.M.S. Ceylon was steaming northwards through the Red Sea. The ship was making for the Gulf of Aqaba to provide the main lift for the last of the British Forces being withdrawn from Jordan—the 1st Bn. The Cameronians (Lieut.-Colonel A. C. A. Mackinnon, M.B.E.). Present at Aqaba when Ceylon arrived on November 1 were H.M.S. Loch Fyne (Capt. B. Pengelly, D.S.C.), H.M.S. Houghton (Cdr. D. W. Bazalgette) and H.M.S. Dartington (Lieut.-Cdr. J. K. Arbuthnot), and with four Army L.S.T.s. they made a fine "splash," dressed over all as they were for the visit of King Hussein of Jordan, who attended a farewell parade by the troops.

ROYAL SALUTE

Having steamed over 7,000 miles since leaving Malta on October 1, a great deal had to be done in a very short time to prepare for the royal visit, but when the King arrived the ship was ready for him. A royal salute of 21 guns was fired by Ceylon and Loch Fyne, and after being received on board Ceylon and inspecting the Royal Guard, under the command of Capt. F. Reynolds, Royal Marines, His Majesty made a brief tour of the ship.

The King was accompanied by his Prime Minister, Mr. Rifai, the British Ambassador, and Lieut.-General Habis Mayallio, the Chief of the Jordan General Staff. The King showed great interest in all that he was shown, and seemed to enjoy being on board a British cruiser. When his brief tour was over, he left for Loch Fyne and the minesweepers, and a further 21-gun salute was fired when he left the ships.

H.M.S. Ceylon left for Mombasa

early on the Sunday afternoon, November 2, and carried with her 16 officers and 333 men of the Cameronians. These passengers spent a week as the guests of the Royal Navy, and it is certain that they left the ship with pleasant memories and possibly some regrets.

The withdrawal of the last British Forces from Jordan was witnessed by several cameramen and Press representatives, and it was evident that those gentlemen were convinced that the presence of British troops in Jordan had been of considerable support to a brave young king, who is trying to maintain his countrymen's independence.



H.M. King Hussein and Capt. Twiss during the tour of Ceylon

Jottings from Condor

ON Tuesday, November 11, a special midday meal featured items such as "Poule Illustrious" and "Jambon Cunningham," while at a Wardroom guest night dinner the principal guest was Rear-Admiral A. J. Tyndale Biscoe, O.B.E., Flag Officer Reserve Aircraft. The centre-piece on the table was a model of a Swordfish made in the Condor workshops.

ARBRAM

The merging of H.M.S. Gamecock into H.M.S. Condor took place on November 7 and the meticulous planning that had preceded the move paid handsome dividends as the operation was carried out almost imperceptibly.

Special trains brought the personnel and gear from Bramcote and by Monday, November 10, training schedules were being put into operation. H.M.S. Condor is now the mechanical training centre for all Fleet Air Arm ratings. Last May the task of training L.A.Ms. (A and E) was transferred from Yeovilton and R.N.A.S. Arbroath now is responsible for training the adult new entry and the junior entry from

H.M.S. Ganges who become either Naval Air Mechanics or Naval Airmen.

A party of some 10 headmasters and youth employment officers from the north-east of Scotland attended a two-day convention starting on November 18 which involved an intensive programme of visits and talks.

THE CONDOR AMATEUR DRAMATIC SOCIETY

On Thursday and Friday, November 13 and 14, the C.A.D.S. presented Terence Rattigan's play "Who is Sylvia?" and scored another smash hit. The play was produced by Instr. Cdr. J. C. Gascoigne, O.B.E., and the principal parts were taken by 1/Officer Vonla McBride, Lieut.-Cdr. A. Coleman and Sub-Lieut. W. Silverthorne.

W.R.N.S. OFFICER ON TV

1/Officer V. McBride appeared in the B.B.C. programme "Animal, Vegetable and Mineral" on November 26 from the National Maritime Museum at Greenwich.

W.R.N.S. ANNIVERSARY

On Friday, November 21, a ladies' guest night was held in the Wardroom with the guest of honour the Director of the W.R.N.S., Commandant Elizabeth Hoyer-Millar. This dinner was to celebrate the 41st anniversary of the formation of the W.R.N.S. in 1917.

SPORT

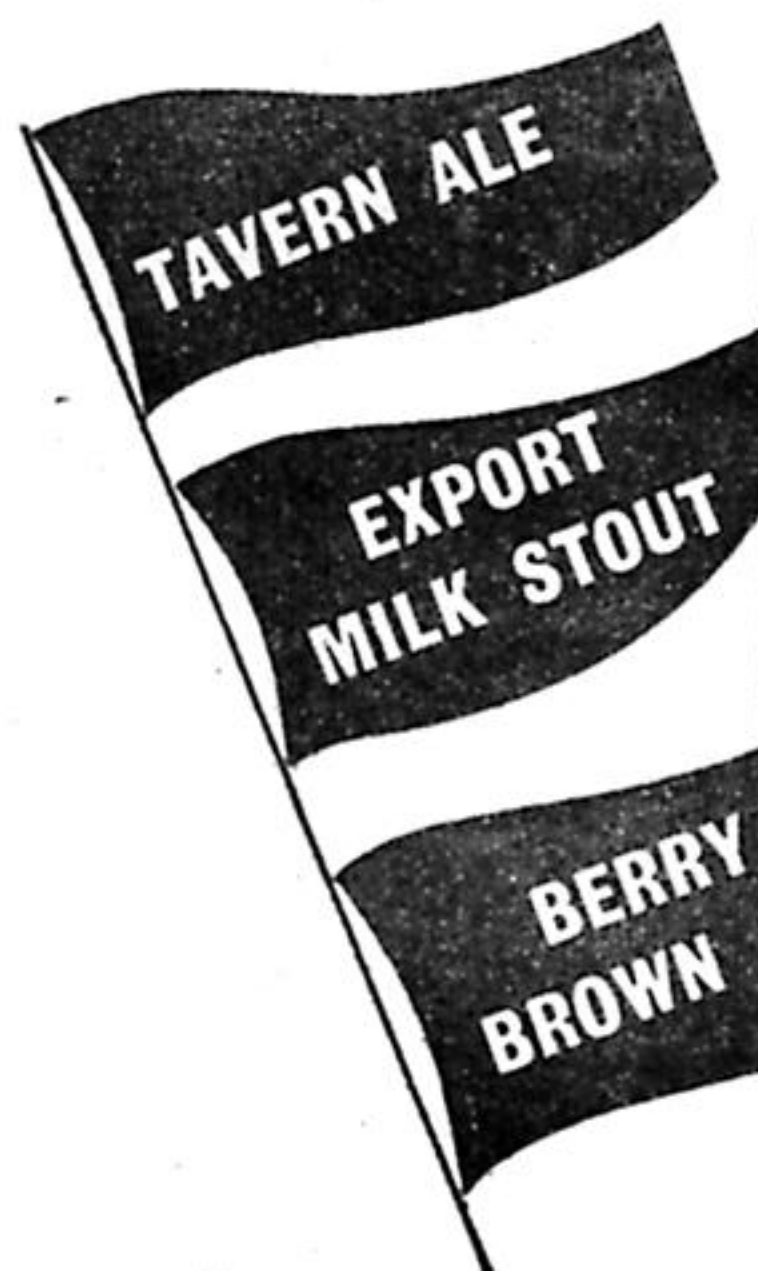
The replay in the Bambara Trophy against R.N.A.S. Lossiemouth resulted in a 9-3 win for the Condor XV and the next round, against R.N.A.S. Culdrose, a good display of determination and following-up, resulted in a win by 15 points to nil.

In the Home Air Command Challenge Cup the Soccer XI were beaten 6-1 by H.M.S. Ariel at Worthy Down. In the Navy Cup hockey match Condor beat R.N.A.S. Abbotsinch by four goals to one.

BONFIRE NIGHT

On November 5 a colossal bonfire was ignited by the parade training staff and the subsequent pyrotechnic display was equivalent to a "Brock's best." A large number of families witnessed the ceremonial burning of Guy Fawkes.

pass the word
for
SIMONDS



There's nothing like a good glass of SIMONDS beer for putting you on top of the world. Ashore or afloat, you can't go wrong if you always steer straight for SIMONDS!

Note to
MESS CATERERS:-
Supplies of
SIMONDS beers
can be arranged at
any port

SIMONDS BEERS ARE BETTER BREWED

H. & G. SIMONDS LTD.,
READING, PORTSMOUTH AND PLYMOUTH, ETC.



Vernon Captain gives first stir to the Christmas pudding

THE Director of W.R.N.S., Commandant E. L. E. Hoyer-Millar, paid her first official visit to H.M.S. Vernon during November. The Director was welcomed by Capt. E. A. Blundell, captain of Vernon, and 2/Officer O. E. Archer, officer in charge of W.R.N.S. at Vernon.

Accompanied by Chief Officer M. M. Kettlewell, Senior W.R.N.S. Officer, Portsmouth Command, Commandant Hoyer-Millar toured the section, where the 54 Wrens of H.M.S. Vernon are employed. These include the Registry, the Service Certificate Office, the Victualling Office, the Pay Office and the Tactical Section. Before returning to London, she met the heads of departments of H.M.S. Vernon.

Rear-Admiral E. N. V. Currey, D.S.O., D.S.C., Chief of Staff, recently visited Vernon. After inspecting his guard, Admiral Currey presented the Long Service and Good Conduct Medal to E.A.1 Alfred. He proceeded with a general tour of the Vernon sections. Vice-Admiral W. G. Cooper, U.S.N., Commander A.S. Defence Forces, Atlantic Fleet, made a similar tour of the establishment during the first week of November.

A variety show, aptly named "Right Up the Creek," was performed in the Vernon Cinema on two successive nights. Heavy bookings indicated that the run could easily have been extended to a week. Individual acts included C.P.O. Haymer at the piano and L.S. Bennett, who sang "Songs from the Shows" and later led a skiffle group. Shirley Allen, the fourteen-year-old daughter of C.P.O. Allen, of Deepwater, entertained the audience with her accordion. Shirley, who has recently passed the B.C.A. examination with honours, is the reigning junior accordion champion of Malta and took first prize in this year's Portsmouth and Gosport Musical Festivals. P.O. Bowler was the subject of a satirical

production of "This is Your Life," in which the producer, Lieut. I. Powe, gave an impressive imitation of Eamonn Andrews.

The ceremony of stirring the

The water polo team are enjoying another successful season and are unbeaten after five matches. In their last encounter they beat R.A.O.C. 8-4.

Vernon took a team of seven boxers to compete against Mercury, winning six bouts out of seven. Four of the team, O.A. Mallett, A.B. Maddison, A.B. Haigh and A.B. Foxton, were selected for the Command in a recent match in Jersey.

Lieut.-Cdr. A. L. Jacks won the Portsmouth Command Novices Foil



Captain E. A. Blundell, assisted (with a smile at any rate) by Mrs. Blundell, stirs Vernon's Christmas pudding

Christmas pudding mixture commenced in jocular fashion by the captain of Vernon and his wife, was continued in a more serious vein by C.P.O. Cook Jones and his staff.

Competition. Lieut. C. B. Filmer, who came sixth in the Hampshire Individual Epee Championship, has been selected to shoot for Portsmouth in an inter-city match, arranged for December.

FISH DISPUTE IN CHANNEL

H.M.S. Soberton, 360 tons, a Fisheries Protection vessel, sailed to a concentration of fishing vessels off the Cap Griz Nez grounds on December 1, after receiving information that foreign trawlers were damaging the nets and gear of British vessels.

The Lowestoft drifter, Young Elizabeth, had appealed for protection. Later the drifter, Dawn Waters, claimed that she had lost four nets and other gear, and the skipper blamed a French trawler. The French vessel's propeller fouled the nets and she had to be towed back to Boulogne.

The skipper of the Young Elizabeth said: "Continental pair fishermen are very busy in the Dover Straits. The shoals are very spotty and the boats have been concentrating on one small area. The pair fishermen go across our drift nets cutting the ropes." Seven nets of the Young Elizabeth had been damaged.

GRACEFUL DANCERS

THE monthly meeting of the North End Branch of the R.N. F.U.S.W. was held on November 4, when members much enjoyed a very skilled and graceful exhibition of ballroom dancing by Mr. and Mrs. F. W. R. Rann, who demonstrated the waltz, the quickstep, the tango and the old-fashioned waltz.

A vote of thanks was proposed by Mrs. Funnell, and afterwards records were played for members to dance themselves.

Prizes donated were won by Mesdames Stark, Stroud, Deane, Higham, Barnard and Major.

The Christmas Fair was held on December 2, being opened by Mrs. Asquith-Leeson, the Deputy Lady Mayoress of Portsmouth. Stall included cakes, produce, gifts, white elephant and also Christmas decorations, raffles, etc.

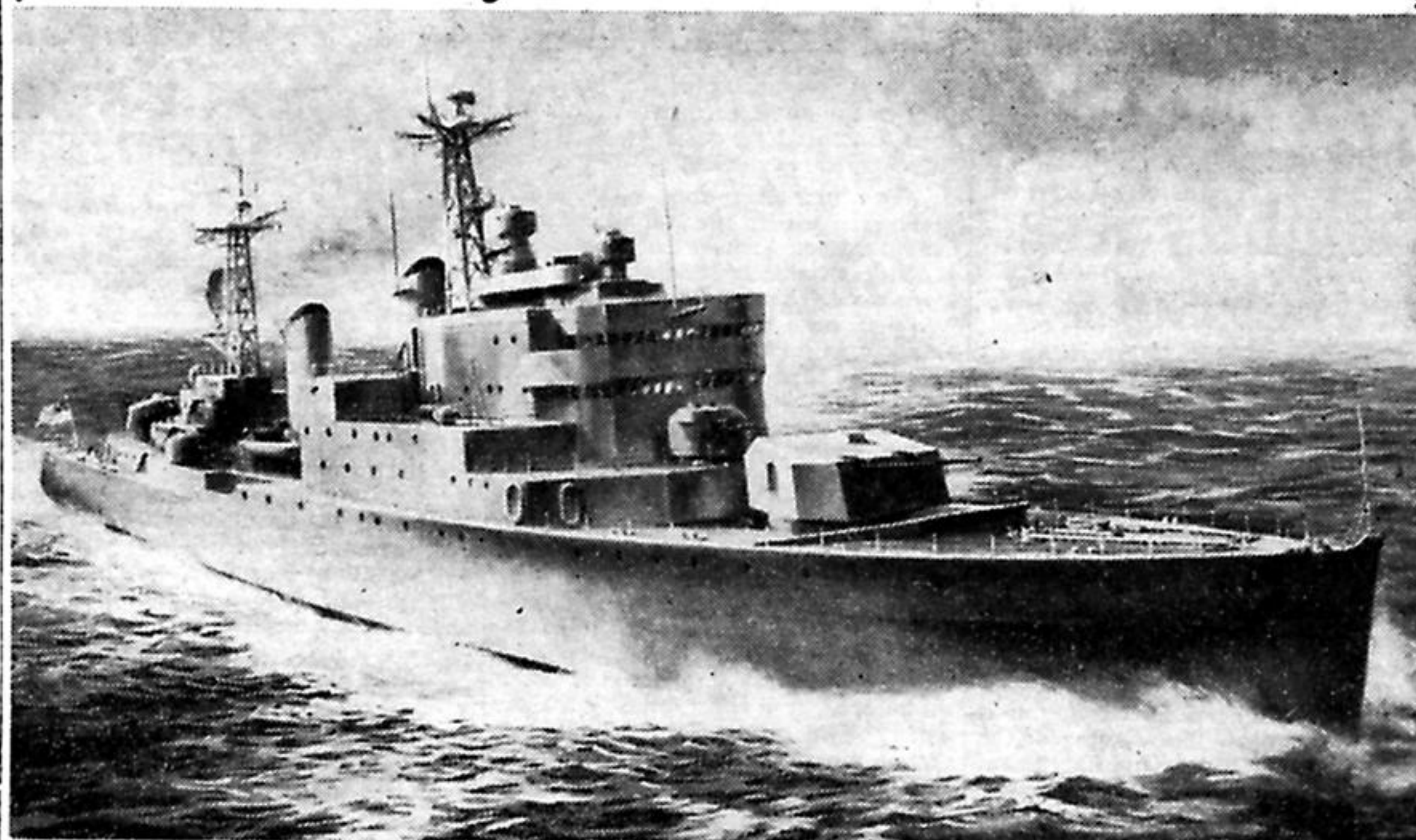
Doggett's race winner is honoured



A ROYAL Navy National Service rating with eight weeks' service was saluted by ceremonial trumpeters of the Coldstream Guards at Fishmongers' Hall on November 11, and among those present to see him honoured was the rating's commanding officer, Capt. S. E. Post, O.B.E., R.N.

The rating is E.M.(II) R. G. Crouch, of Woolwich Road, Greenwich, who is the winner of this year's Doggett's Race, which has been rowed from

Navy's latest cruiser



THE cruiser Tiger, first warship of the Royal Navy to have turrets and associated radar control equipment which can locate their targets, be loaded, trained and fired automatically, as seen by an Admiralty artist. The name ship of her class, she was laid down by John Brown and Co. (Clydebank) Ltd., and will be completed and commissioned for trials in home waters early next year. She is to have four six-inch dual-purpose guns and six three-inch anti-aircraft guns, all in fully automatic twin mountings and with a very high rate of fire. The overall length of the Tiger will be 555 feet and her maximum beam 64 feet. Her accommodation standards may well be the highest of any afloat in the Royal Navy. The Tiger Class will probably be the last conventional cruisers built for the Service, and in addition to the Tiger will include the Blake and Lion.

HINGED MAST FOR BRITANNIA

TO allow H.M. Yacht Britannia to pass under bridges of the St. Lawrence Seaway when she visits Canada next summer, the top 20 ft. of her main mast and the wireless aerial on her foremast have been hinged in order to be lowered as necessary.

When Britannia was built, it was obvious that the height and shape of her masts would be of the first importance in her appearance. The masts in the Royal Yacht must have the height and shape to display properly the Royal Standard at the main, the flag of the Lord High Admiral at the fore, and the Union flag at the mizzen.

Britannia was accordingly built with a mainmast of 123 ft., a foremast of 118 ft., and a mizzen mast of 103 ft. height above the waterline. These masts are tapered at the top and raked so that the maximum effect is given.

When the possibility arose of Britannia taking Her Majesty The Queen to Canada to open the St. Lawrence Seaway it became clear that the height of the fore and main would prove too high as the height of some of the bridges over the Seaway are only 120 ft. above the water. The safe maximum height of the masts to give sufficient clearance was deemed to be 116 ft.

The problem was how to cut Britannia's masts to size, as the obvious way of fitting telescopic masts would have proved too expensive.

BO'SUN'S CHAIR WORK

The eventual answer evolved is to hinge the wireless aerial on the foremast and the top section of the mainmast. The aerial on the foremast is 3 ft. high and by hinging this in a forward direction into a bracket crutch the overall height of the mast can be reduced by the required amount.

The solution to the mainmast was found by hinging the mast at the shroud rings, thus incidentally helping to conceal the hinge and enabling the top 17 ft. of the mast plus 3 ft. of aerial—that is to say, the top 20 ft. of the mast—to be moved.

Sheets guide helicopter

ONCE AGAIN a Royal Navy helicopter has been used on a "mercy mission." Julie Wilcocks, aged three, of Waterloo, near Portsmouth, was taken from the Royal Hospital, Portsmouth, to the Great Ormond Street Hospital for Children on November 30.

The child fell 20 ft. from her bedroom window two weeks ago and sustained head injuries. She had a relapse on Sunday and the matron, Miss Emily Ashton, asked for help from the Royal Naval Air Station at Lee-on-Solent.

Piloted by Lieut. Geoffrey Andrews, Royal Navy, the helicopter took the child to London, the police clearing the Coram playing fields near the Great Ormond Street Hospital to enable a landing to be made. Sheets were placed on the ground in the shape of a letter "H" to guide the pilot.

Miss Ashton said: "It was necessary not only to move the child quickly, but to transport her with the least possible movement."

Continued on page 15

R.N. WONDER RADAR

WHEN the First Sea Lord (Admiral of the Fleet The Earl Mountbatten) attended a dinner given to celebrate the 33rd anniversary of the foundation of the British Institute of Radio Engineers he paid tribute to the scientists, designers, and those of the radio industry in the United Kingdom who have supported them, in developing modern electronic equipment for warships.

Lord Mountbatten singled out the special radar and comprehensive display system which is essentially the eyes, brain and central nervous system of H.M.S. Victorious in which it is installed. Together with the directing intelligence of the human staff, this system constitutes a device of almost fabulous performance and without which modern warships would be highly vulnerable to long-range attack from the air.

ELECTRONIC BRAIN

The First Sea Lord went on: "The uninitiated, looking at this ship, may wonder why she carries an enormous 'searchlight' on the island super-structure. Some may wonder if this contains some new form of black light, or possibly even a magic eye. It is indeed a form of magic eye which, in conjunction with its electronic 'brain' between decks, not only gives the captain phenomenal far sight but also provides him with infinitely greater powers of calculation and judgment than his own eyes and brain could produce unaided. The eye part of this system is a revolving stabilised structure which weighs 27 tons and incorporates many new ideas."

Admiral Mountbatten concluded by saying that complicated systems call for a higher degree of skill and personal qualities in our sailors than ever before. The men concerned with equipment of this sort need the ability to think quickly, they need mental endurance and they need sound judgment, both in operating the equipment and maintaining it. "I am glad to say that we are getting a sufficiently high standard of recruits coming into the Navy to meet this formidable but fascinating task."

MAKE THIS A Happier Christmas WITH GIFTS from BERNARDS

Bernards latest Gift Catalogue has been sent to all customers and if you have not seen a copy and would like to do so, please call in at a branch or send to Head Office.

Through the Bernard Direct Despatch Service a customer's choice of gifts may be sent to any address desired accompanied by personal messages or greeting cards and timed to arrive on any day desired.

Where it is not desired to pay cash the cost of orders may be charged to a credit account for settlement by Admiralty Allotment or Banker's Order. A Gift Voucher Scheme is operated for those customers who would like their friends to choose their own gifts.

Full details of these facilities and of the Bernard service whereby a customer's complete requirements may be readily obtained will gladly be given on request at a branch or through Head Office.

Remember—You really do buy better at Bernards.

C. H. BERNARD & SONS LTD. Anglia House, Harwich, Essex

Branches at: 6-8 Queen Street, Portsmouth; 24 Martin Terrace, Devonport; Military Road, Chatham; 26 South Street, Valletta, Malta; 18 The Strand, Sliema; 255/7 Main Street, Gibraltar; and at Deal, Dunfermline, Falmouth, Helensburgh, Grimsby, Harwich, Londonderry, Milford Haven, Newcastle-under-Lyme, Portland, Rosyth, Skegness, Weymouth, Lossiemouth, Arbroath, Abbotinch, Eglington, Kete, Brawdy, Helston, Corsham, Ford, Worthy Down, and at H.M.S. Dolphin.



The New Naval Discipline Act

WIVES CAN NOW BE TRIED BY COURTS MARTIAL

New measures slightly less strict than predecessors

By C. Lawyer

In an earlier article the writer explained some of the reasons leading up to the introduction of a new Naval Discipline Act which will come into force on January 1, 1959. In this concluding article he describes some of the major changes as they will affect the serving man.

IN my previous article I explained that the most important reason for introducing a new Naval Discipline Act was because the old Act had been designed to suit conditions which no longer prevail and because it did not fully cover the changed conditions in the Fleet today. In addition, of course, much of the machinery for arranging courts martial was unduly complicated as it had been designed to defeat the scheming of political admirals, who were not above "rigging" a court from time to time to achieve their own particular ends.

The new Act does not have to provide for such contingencies and in future courts martial will be much more simply arranged because the senior officer will be permitted to nominate the members of the court—and, of course, courts will consist of General List officers of all specialisations.

The new Act also recognises that a large proportion of the Navy is now shore-based and one result of this is that it is no longer necessary to maintain the fiction that every shore establishment is really a ship, although the Admiralty do not intend to alter the custom whereby each shore establishment has its own ship's name.

OLD PHRASES DISAPPEAR

One of the recent developments which Parliament has taken into account is the increased co-operation now existing between the three services and the extent to which men of one Service may be lent to another. Provision has been made for men lent to another Service to be dealt with under the code of the Service to which they are attached. It is also logical that the discipline Acts of the three Services

should be drafted on parallel lines, not only because men may be lent to other Services, but also because the same appeal court hears appeals from sentences of courts martial of all three Services.

The Act has been drafted as far as possible to follow the wording of the Army and Air Acts. This has meant that most of the old familiar phrases, many of which have been handed down through a number of older Acts, will disappear.

Of course, the conditions of sea service are so distinct that it has not been possible to have one Service discipline act for all three Services, and this also explains why in a number of respects the Navy does not follow the Army. One particular aspect in which the Navy remains alone concerns the W.R.N.S. Both the W.R.A.C. and the W.R.A.F. are liable to trial by court martial but not the W.R.N.S.

The reason for this is that the Naval Discipline Act is specially designed to cover conditions afloat, and as the W.R.N.S. are shore-based it was considered inappropriate that they should be subjected to it. In announcing this decision a special tribute was paid to this Service, which has maintained such a high *esprit de corps* without recourse to the compulsion of discipline.

DEATH PENALTY RESTRICTED

The new Act, then, is mainly a modernising one. There is no intention to alter the system of Naval discipline at present employed in the Navy. If anything, it is slightly less strict than its predecessor—the death penalty, for instance, has been restricted to the minimum number of offences, although

this is really an academic point as only one man is recorded as having been sentenced to death by a Naval court martial in the last 100 years.

The new Act does make some changes which are of practicable application. A more comprehensive definition of drunkenness will be introduced. The present test—unfitness to perform a Naval duty—will be enlarged to include behaving in a disorderly manner or in a manner likely to bring discredit on the Service.

One innovation copied from the Army will be that men who commit civilian offences on shore and outside a Naval establishment will in future be liable to be dealt with under Naval discipline except in the case of very serious offences, like murder and manslaughter. It is not intended that this new right should always be used and that Service men should never come up before a civil court, but it is a right which might prove very invaluable in certain circumstances, such as when a ship sails or a man commits a minor offence on leave at a place a long way away from his place of work. One result of this change should be a reduction in the number of offences which are followed by "Consequential Penalties."

SPECTACULAR CHANGE

One of the more spectacular changes brought in is that whereby Naval wives and members of Naval families who are serving abroad may, if they commit offences against the Law of England, under certain circumstances be tried by Naval court martial. This is not—as might be guessed—to assist husbands to maintain better discipline on the home front, but results from certain NATO conventions.

Its object is to prevent members of Service families being tried in foreign courts and to give them the same chance of a fair trial as they would have in an English court. The number of occasions on which it is likely that a Naval wife will come before a Naval court are expected to be very few indeed.

By and large, the new Act is unlikely to cause any noticeable change in the life of the serving rating—be he three-badger man or "bird"—but in its new form it will more accurately reflect the Navy's changing role in the Defence Structure of today.

Pay—a pillar of contentment

QUESTIONS ANSWERED FROM THE 'FIDDLER'S DEN'

THE Naval Pay system, evolved over many years, is in principle one which is easily worked. In practice, however, because of the classes of officers, ratings, trades and qualifications, extra payments for this and extra payments for that, it seems to the uninitiated a very complex and at times unreasonable and unworkable system.

The Pay Office of a ship, known as the "fiddler's den" or the "holy of holies," depending on the point of view, is one of the most important places in a ship, for pay and food are the twin pillars of content in the Service. If a man is satisfied with his food, and has the feeling that his pay account is being well looked after, he will go about his daily work without worries. The following questions and answers may assist ratings.

Q. How does the present ledger-keeping system work?

A. The ledger is kept for three periods each year, two of 18 weeks and one of 16 weeks. At the beginning of each period, each account is credited with pay and allowances for the whole of the ensuing period, i.e. 126 (or 112) days' pay, K.U.A. and Out of Quarters Allowance (if applicable) and debited with 18 (or 16) weekly allotments, four monthly allotments, 18 (or 16) National Insurance charges, 18 (or 16) weeks' Income Tax and married quarters charges (if applicable). The difference between these two amounts is divided by nine (or eight) to arrive at the fortnightly rate, ration allowance being added where appropriate.

Q. Why should I reduce my allotments when entering Married Quarters?

A. The Naval Pay Regulations state that men may allot "up to six-sevenths of their emoluments less a sufficient allowance to cover charges..." "Emoluments" include daily pay including Submarine Pay and other extra pay credited on a continuous basis and Out of Quarters Allowance if in issue, but not Kit Upkeep Allowance nor Ration Allowance. "Charges" include Income Tax, National Insurance and Married Quarters deductions.

A man entering Married Quarters from a private residence will incur rent and furniture charges of up to 30s. per week and will also lose his entitlement to Out of Quarters allowance of 3s. per day. His "emoluments" are therefore reduced by 21s. per week and "charges" increased by up to 30s. per week and should his allotments, calculated under these new circumstances, exceed the "six-sevenths" regulation, steps must be taken to reduce the allotments.

Q. What is the point of keeping Form S.50 (rating's copy)?

A. Under the old ledger-keeping system each account was kept in duplicate on identical ledger paper. At the end of the ledger period, one copy of the ledger was sent to the Director of Navy Accounts and the other retained on board for a period of two years.

The duplicate ledger (the one kept on board) has now been replaced by Form S.50 and instead of it being kept on board it is distributed to the rating concerned for his retention. The objects are threefold: 1. To encourage men to take an active interest in their pay accounts; 2. To enable queries to be settled quickly; 3. To provide a guide to men's fortnightly rates when separated from their full pay accounts.

It is probably the main reason for the new accounting system, but it follows that 2 and 3 cannot be fulfilled if the form is not retained by the rating. To this end, Form S.50 is to be kept and carried on the person for a period of six months. It will be appreciated that should a pay query arise and the rating's copy not be held, reference must be made to the Director of Navy Accounts, causing unnecessary work and delay. More seriously, should a rating be separated from his full pay account the paying officer of the new ship needs to refer to the rating's copy for guidance concerning a fortnightly rate.

Q. Why does my rating's copy sometimes show a debt?

A. The ledger is kept for a fixed number of weeks. Should a rating be paid money in advance for any reason (e.g. for leave) late in the period, his account at the end of that period will then show a debt.

Q. Why does my fortnightly rate vary from one ledger period to another?

A. This happens in the case of ratings with large monthly allotments. Four deductions are made in both 18- and 16-week periods and it is therefore obvious that the deduction per fortnight will be greater in the shorter period. For example, a man with a monthly allotment of 360s. will have his fortnightly rate reduced in the 18-week ledger period by one-ninth of £72 (4 × 360s.), equals £8, whilst during the 16-week period it will be reduced by one-eighth of £72, equals £9.

Q. What limits are placed on allotments?

A. Besides the limits described in the answer to question 2, allotments may not be made to money lenders, nor to members of the Services or persons under the age of 18, except wives.

Ratings under the age of 20 and below leading rate may allot to only one trader at a time, whilst juniors may allot only to father, mother, the Post Office Savings Bank or Life Assurance Office.

Allotments of less than 5s. per month are not permitted except to dependants or approved Naval Associations. Weekly allotments must be declared in multiples of 6d. Active Service ratings wishing to claim marriage allowance must declare a qualifying allotment at the rate of 28s. a week for leading rate and below and 49s. for chief petty officer and petty officer. Special rates apply to National Service men.

VIDAL PLUMBS 4,721 FATHOMS

THE SURVEY ship Vidal (Capt. E. G. Irving, O.B.E., R.N.) arrived at Devonport on October 31, having spent seven months carrying out surveying duties in the West Indies.

Since she left Chatham in April, Vidal has carried out surveys in British Honduras, Grenada, Tobago and Trinidad. In British Honduras the ship's company saw bananas being exported from a small port in the south of the Colony, as a direct result of surveys carried out the previous year.

The surveys off Trinidad and Tobago were designed to bring the charts up to date since the last survey, carried out over 70 years ago.

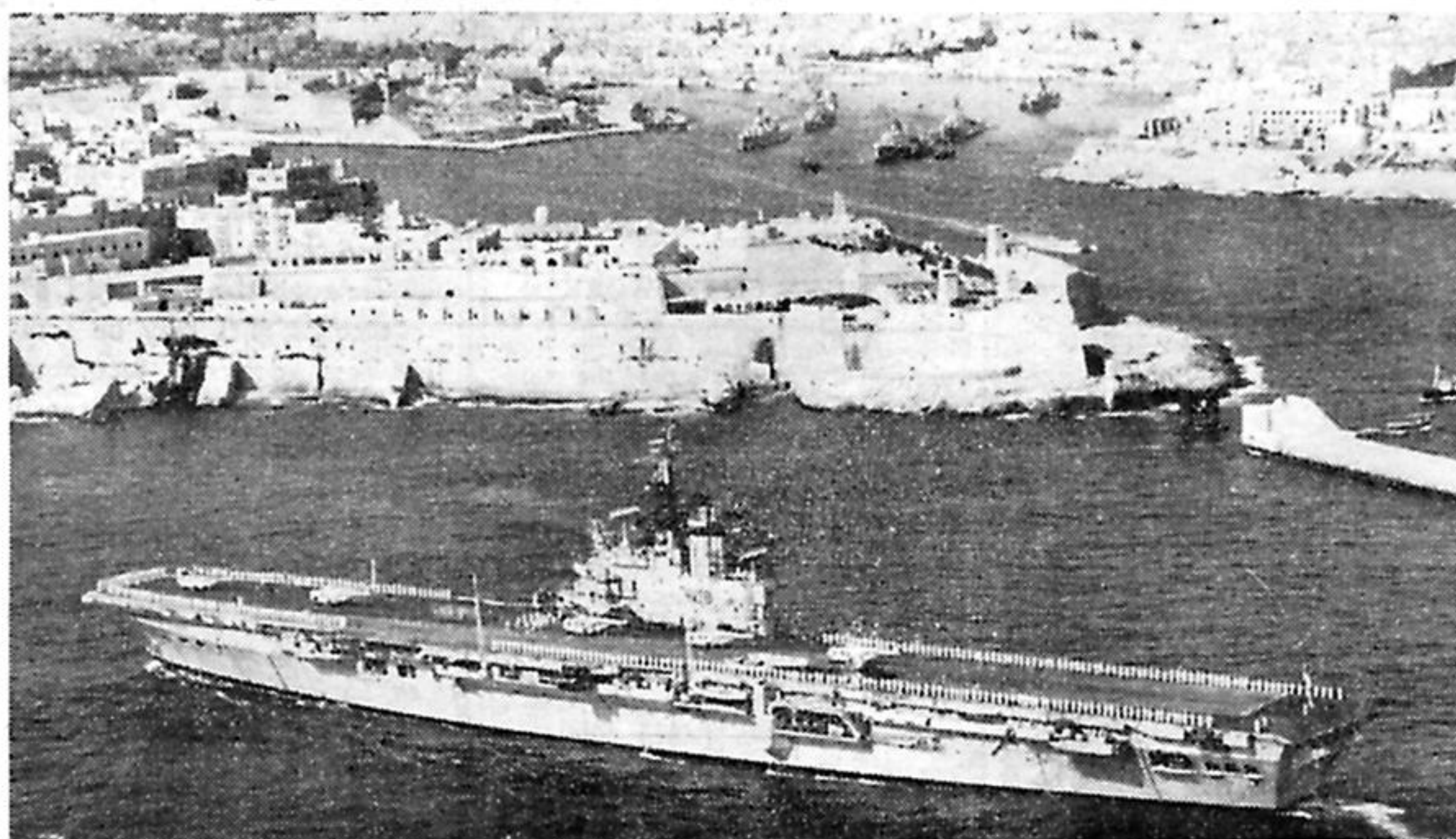
On passage to and from the West Indies, H.M.S. Vidal carried out continuous investigations of the sea bed and examined in detail six shoals. One shoal rose 10,000 ft. from the bed of the Atlantic. It was discovered in 1957 by Vidal during routine investigation on passage home. In the Milwaukee Deep, north of Puerto Rico, a depth of 4,728 fathoms was obtained.

During her absence abroad, Vidal steamed over 25,000 miles. Her helicopter flew for 135 hours on survey and communications work, and also carried out two "mercy" flights, saving the life of an 11-month-old girl suffering from pneumonia, by taking her from a remote sand Cay to Belize, and in rescuing the crew of a capsized fishing boat after a storm.

She spent 159 days surveying, out of a total of 206 away from England. In four months off the coast of Trinidad, 1,800 square miles of survey were completed.

An impressive little ceremony took place at the Uxbridge Branch meeting on October 28, when Mrs. Foster, widow of the late President, Admiral Foster, was presented with a travelling clock as a memento of her association with the branch, before she flew to Malta, where she has decided to reside.

FUTURE COMMANDO CARRIER



H.M.S. Bulwark entering Grand Harbour, Malta, on October 25. The Ship's Company are "fell in" for entering harbour and the helicopters on the flight deck are of 845 Squadron, one of which took this photograph. In the far background is Sliema with destroyers and other ships at anchor in the harbour. Bulwark is now at Portsmouth giving leave prior to the conversion to a Commando Carrier

ANNIVERSARIES OF NAVAL IMPORTANCE

COMPILED by, and printed with permission of, Commander W. B. Rowbotham, Royal Navy.

December 1, 1941—Amora. Penelope and Lively sank Italian Destroyer Aluise da Mosto.

December 1, 1942—Jasper sunk by German E-Boat off Start Point.

December 2, 1940—Forfar sunk by German U.99

December 2, 1942—Argonaut, Amora, Sirius, Quentin and Quiberon destroyed escorted convoy of four ships off Skerri Bank, sinking Italian destroyer Folgore.

December 3, 1810—Capture of Ile de France (Mauritius) by Vice-Admiral

Albemarle Bertie (Africaine) and Major-General the Hon. John Abercromby.

December 3, 1942—Quentin sunk by torpedo aircraft off Bone.

December 4, 1939—Nelson severely damaged by mine in the entrance to Loch Erne.

December 8, 1914—Battle of Falkland Islands. Vice-Admiral Sir Doveton Sturdee (Invincible) defeated Vice-Admiral Graf von Spee (Scharnhorst). German ships sunk: Gneisenau, Leipzig, Nurmberg, Scharnhorst.

December 8, 1941—Peterel sunk by Japanese forces at Shanghai.

December 9, 1809—Redpole cap-

tured French privateer Grand Rodeur off Beachy Head.

December 10, 1941—Prince of Wales and Repulse sunk by Japanese torpedo aircraft.

December 12, 1781—Rear-Admiral Richard Kempenfelt (Victory) captured 15 sail of a French convoy off Ushant.

December 12, 1939—Duchess sunk in collision with Barham off Mull of Kintyre.

December 13, 1914—V.C. Lieut. Norman Douglas Holbrook (B.11) passed through Turkish minefield at entrance of Dardanelles and sank Turkish Messoudieh.

CUMBERLAND'S DASH A MAJOR FACTOR IN GRAF SPEE'S END

IN our last issue we featured H.M.S. Cumberland, and it was mentioned that the ship took part in the Battle of the River Plate. This was not so.

Commodore Harwood in H.M.S. Ajax had calculated that the Graf Spee's appearance would be off the River Plate about December 12, and he had concentrated Ajax, Exeter and Achilles in that area. H.M.S. Cumberland had been sent back to Port Stanley for boiler cleaning and refuelling.

When it was obvious that the badly damaged Exeter must return to base, Cumberland was ordered to sail from Port Stanley to reinforce the blockade of the enemy in the River Plate. Cdr. Charles Featherstone, O.B.E., A.M.I.Mech.E., R.N. (ret.), who was in Cumberland at this time, states that the refit at Port Stanley was done by units, and one pair of units had always to be at two-hours' notice for steam, which would give the ship about 25 knots in an emergency. Cdr. Featherstone says that, having intercepted messages concerning the battle, including one from the Exeter that she was retiring from the action with all her guns out of action, steam was raised in the one pair of units and Cumberland, without orders, proceeded out of harbour on those two units. About one hour after leaving the Falklands, Admiral Harwood's signal was received on board, and the ship rapidly worked up to 30 knots, the work on the second pair of units having been completed.

There is little doubt in Cdr. Featherstone's mind that Cumberland was on the scene of the action about 10 hours

before Admiral Harwood could reasonably have expected the ship, having regard to the eight-hour notice for steam which had been given.

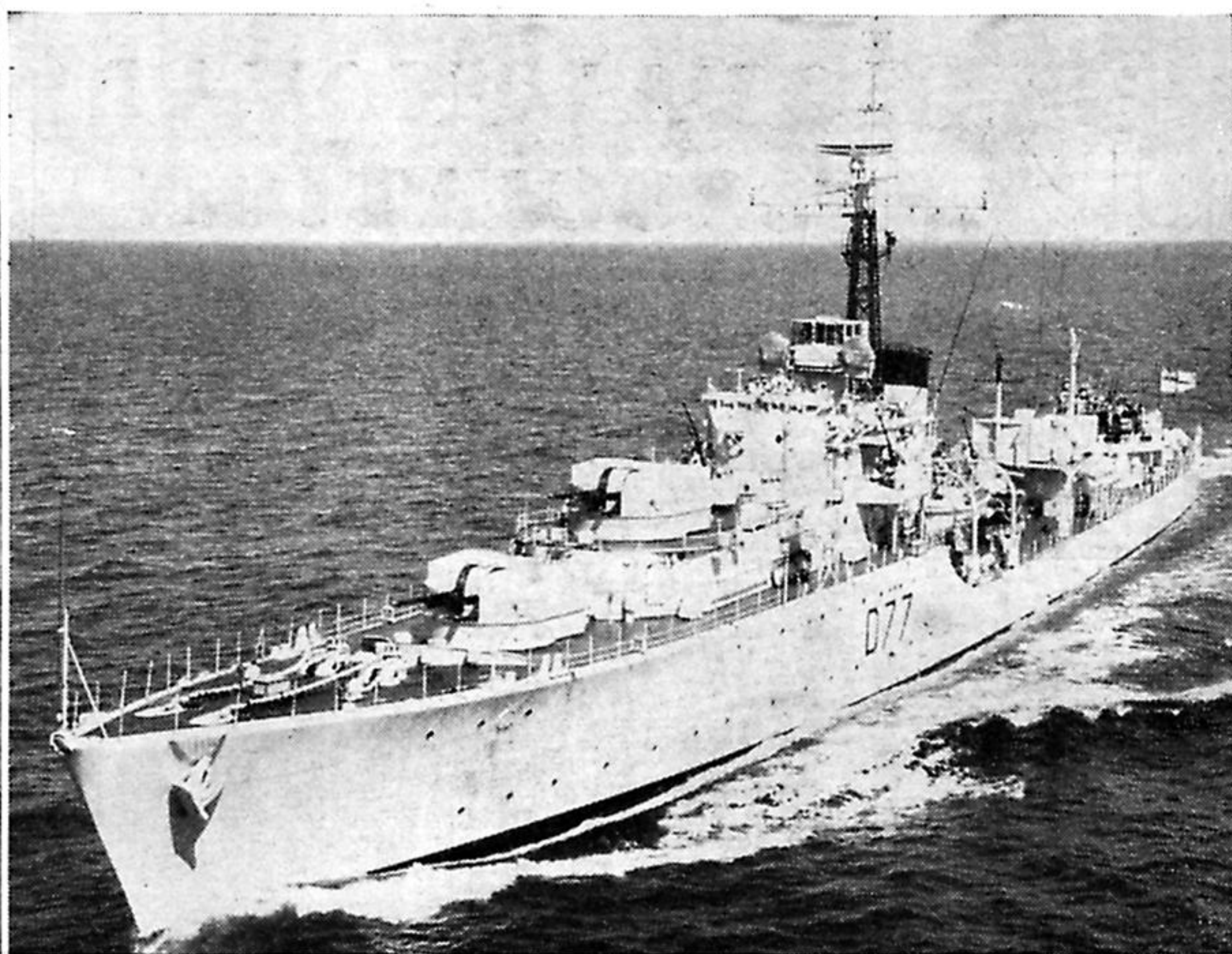
The ship's company of Cumberland flattered themselves that the ship's early arrival, publicised as it was visually and in the local press, might well have been the major factor in the end of the Graf Spee—she would not wish to go through the same performance with another undamaged cruiser, this time with eight eight-inch guns.

COLD JOB

TWO Royal Navy divers from H.M.S. Duncan had a very cold job on November 20 when they removed five and a half turns of 3 in. wire from the shaft and propeller blades of the Grimsby trawler King Sol. The water was only 13 degrees above freezing point.

The trawler had reported that she was incapable of moving, and Able Seaman M. Dungay, of King's Lynn, and Able Seaman M. J. Surr, of Grimsby, with a support party, were sent to the King Sol.

'TRAFALGAR' IN THE MED



H.M.S. TRAFALGAR, now serving on a General Service Commission in the Mediterranean, is Leader of the Seventh Destroyer Squadron, which commissioned at Portsmouth on May 20, 1958.

All ships of the Squadron have had a varied career. After a very rapid trip out in four days, they were given a most intensive work up and were promptly dispatched to the Eastern Mediterranean, where they were just in time to join the force covering the landing in Lebanon and Jordan.

When events in the Middle East had quietened down somewhat Trafalgar was allowed to go on her first foreign visit—to Messina in Sicily. This was found to be a most attractive place and everyone had a good time. It was a brief respite, however, and the ship was soon back in the Eastern Mediterranean, this time on the Cyprus Patrol. Doubtless much has been written before on this pastime so nothing further need be added. After the spell on patrol Trafalgar went on two further foreign visits. The first was on her own, to Civitavecchia, the nearest port to Rome. Almost everyone managed a

visit to the "Eternal City" and the stay of five days went all too quickly.

On leaving Civitavecchia Trafalgar went east once more and joined forces with H.M. Ships Sheffield and Eagle, the former wearing the flag of the Flag Officer, Flotillas, Mediterranean, and the three ships paid a formal visit to Istanbul. Although no doubt readers at home are used to cold wet weather, it came as rather a shock to ship's companies accustomed to Mediterranean sunshine. In fact, the "English" weather that was experienced during most of the six days there rather marred an otherwise most interesting visit.

And so once again the ship is in Cyprus waters, at present escorting Eagle, but about to start another spell on Cyprus Patrol. Still the future looks fairly bright; with luck there may be two more visits before the end of the year.

NEWS FROM OTHER NAVIES

2,000 MILLION DOLLARS FOR NEW U.S. SHIPS

THE United States naval appropriation recently passed by Congress for new construction totals \$2,069,000,000. As mentioned, funds for four nuclear-powered Polaris missile-carrying submarines will not be taken up until the missile is operational—this is expected to be in 1960. Biggest single item of expenditure was \$340,000,000 for seven guided-missile frigates, though three of these were held over from the previous financial year. (The U.S. frigate type is comparable to the Royal Navy's Daring Class.) A further \$180,000,000 will be spent on five guided-missile destroyers; \$47,000,000 will be spent on a nuclear-powered attack submarine. About \$20,000,000 will be spent in removing the sodium-type reactor from the submarine Seawolf and substituting a water-cooled type reactor. Cost of the submarine was only \$32,700,000, which will give some idea of the cost involved in changing the power plant.

Other new ships included are: two guided-missile cruisers, an auxiliary submarine, 37 landing craft, two patrol vessels, two utility landing craft, eight open lighters, four large harbour tugs and two submarine support ships.

The U.S. Navy recently announced the first successful launching of a Regulus II missile from a submarine. The missile successfully travelled over 200 miles to pinpoint its target. It has been officially stated that its speed is twice the speed of sound (1,400 m.p.h. plus) and its maximum range is over 1,000 miles. Regulus II represents a vast improvement over the Mark I type which has been in service for some years. This is merely a form of VI or flying bomb. The new missile must not, of course, be confused with the truly ballistic missile, Polaris, which can be launched while the submarine is submerged. Though Congress has authorised nine missile-

carrying submarines, the U.S.N. is in fact building only five at present. The others will be started when missile trials reach a more advanced stage. It is expected that Regulus II will be fitted in the nuclear-powered submarines Halibut, Permit, Pollack and Plunger.

FRANCE

A guided-weapons trial ship, which will fulfil similar duties to those carried out by H.M.S. Girdle Ness, has recently completed a major refit at Marseilles. This ship, the former 3,300-ton personnel carrier Ile D'Oleron, will shortly sail for the naval yard at Toulon to be fitted with missile-launching gear. She will be capable of testing the following missiles: the Masurca, a medium-range anti-aircraft missile; the Masalca, a long-range anti-aircraft missile; the Malaface, for use by ships against shore targets, and the CT-10 and CT-20 which are controlled target aircraft. Much of the testing will be done on the Ile du Levant range off the coast of Provence. The French Navy has already been carrying out trials here with shore-based equipment. The Ile D'Oleron will also be used for training personnel in handling the guided missiles which will be fitted in France's first operational guided-missile ship, the destroyer La Galissonniere. This ship will also carry helicopters and will be fitted out as a command ship.

LEBANON

During the recent rebellion in the Lebanon the Lebanese Navy played a major part, though its activities never made the headlines. When American Forces landed, a Sherman tank was mounted in the Navy's one and only L.C.U. (Landing Craft Utility) and effective fire was then returned against the rebels. The Navy's only other

ships, some French-built M.L.-type craft, also took part in the fighting.

ARGENTINA

For the second time in less than 10 years the Straits of Magellan have swallowed up an Argentine Navy ship apparently without trace. The fleet tug Guarani, with a ship's company of 37, was last heard of on October 15. Nothing has been heard or seen of her since.

Her loss was in circumstances very similar to those in which the fleet minesweeper Fournier was lost in September, 1949. She also was passing through the Straits of Magellan. Again, no survivors were found.

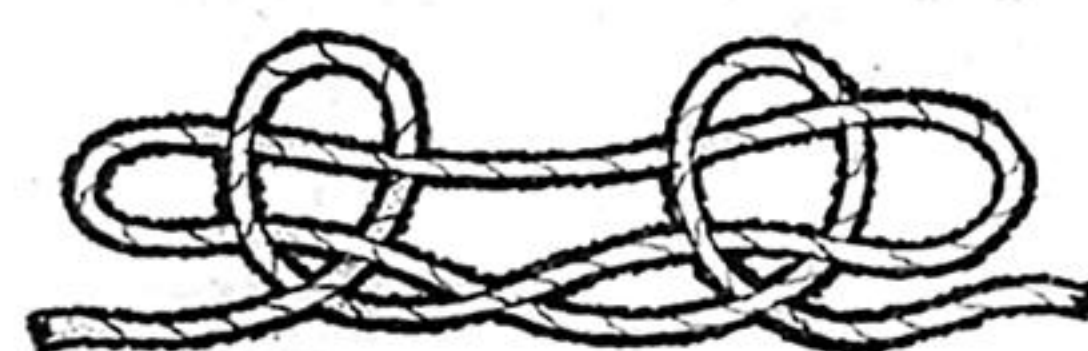
KUWAIT

A national newspaper recently reported that an envoy of the Sultan of Kuwait is interested in purchasing a "launch" for use in the Persian Gulf by the Sultan and his court. It is rumoured that the Type IV Hunt Class frigate Brissenden has been offered by the Admiralty. The Brissenden and her sister ship Brecon were the only two warships built in the last war to a private design. Both were built by Thornycrofts and it is sometimes said that their design was the result of a friendly bet between a member of the design staff of Thornycrofts and an officer of the Director of Naval Construction's Department. The terms of the bet were that Thornycrofts could not build a destroyer, as they were then classified, on the same displacement as other units of the Hunt Class and with the same armament, but with better sea-keeping qualities. The bet was accepted and their almost continual service in the arctic during the war proved that these two ships were extremely seaworthy. Their high forecastle with a "knuckle" extending a considerable way from the bows is a feature peculiar to these ships. Brecon may be seen in Portsmouth Dockyard, where she is in reserve. Brissenden is at present in supplementary reserve at Lisahally.

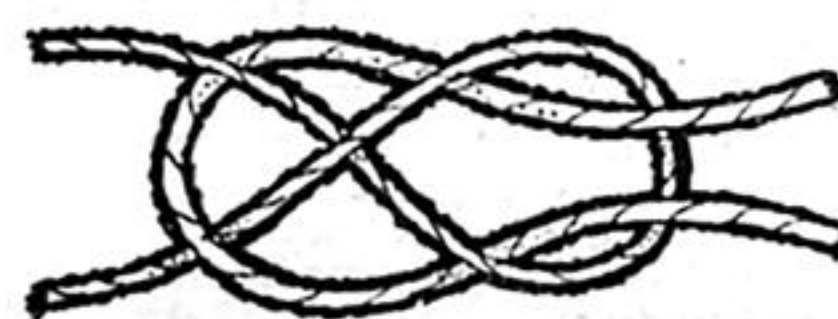
CANADA

The American air-to-air missile, Sidewinder, is now being fitted in Banshee aircraft of the two operational fighter squadrons of the Royal Canadian Navy. Today the R.C.N. has nearly 150 operational aircraft. There are four front-line squadrons, two equipped with Banshees and two with Tracker anti-submarine aircraft. Both types of aircraft are embarked in the R.C.N.'s carrier H.M.C.S. Bonaventure. There is one naval air station, H.M.C.S. Shearwater, situated at Dartmouth, Nova Scotia. There are also five air stations for reserve naval air squadrons, the R.C.N., unlike the Royal Navy, still recognising the need for trained naval air reserves.

Every sailor



who knows the ropes



makes a bowline (and
a beeline) for a



GUINNESS

at a rate of knots

At your service . . .

CURTISS
& SONS LTD

REMOVALS and WAREHOUSING
PACKING FOR SHIPMENT

13 Clarendon Road, Southsea Telephone 21515



THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER

Patron: H.M. The Queen

FROM THE EDITOR'S CHAIR

THE Editor sends Christmas greetings to shipmates everywhere. He also thanks all contributors to these pages for their help and encouragement and kind wishes sent to him. Each branch "scribe" has sent his branch's Christmas greetings to other branches and in order to accommodate as many as possible of the branches which have forwarded contributions this month the Editor has deleted these greetings, but on behalf of all writers he conveys greetings to you all.

CALENDAR

- Purley**
December 6.—Silver Jubilee Dinner at Rose and Crown Hotel, Kenley.
- Dorking**
December 20.—Christmas Party. Croydon Branch visits Dorking.
- Cheam**
December 27.—Monthly dance.
- January 14.**—Children's Christmas Party.
- March.**— "Coming-of-Age" Dinner and Dance.
- Durham**
December 17.—Christmas "Smoker."
- Portsmouth**
December 5.—Twenty-first Anniversary Dinner and Dance.
December 6.—Portland visit Portsmouth.
- January 6.**—Children's Christmas Party.
- Hounslow**
January 2.—Christmas Party.
- Darlington**
December 17.—Ladies' Section Dinner.

H.M.S. Rappara, the Fleet heavy repair ship which has been in Malta for about 12 years and must be known to over three-quarters of the Navy, has returned to Plymouth. Rappara has been replaced by H.M.S. Ausonia.

The transfer took place at the end of October and, as there were thousands of items of stores, spares and machinery to be moved from one ship to the other, it lasted 10 days.

CARRIED GOSPORT STANDARD ON OVER SEVENTY OCCASIONS

MEMBERS of the Royal Naval Association who attended the annual reunion in October saw a very proud and dignified figure, straight as a ramrod, marching at the head of the Association he loves so well and bearing the Headquarters Standard, Shipmate Alfred Ernest Farley, a member of the Gosport Branch. This honour is conferred only upon the man who has attained the distinction of having, on the previous year, won the silver cup which goes to the most outstanding Standard Bearer of the year.

Born in 1888, Shipmate Farley, whose father served on the old paddle-driven Royal Yacht under Queen Victoria, joined Greenwich School in 1901 and in so doing commenced a very interesting career in the Royal Navy which continued through the reigns of four monarchs—King Edward VII, George V, Edward VIII and George VI. In 1919 he was appointed to the old Royal Yacht, Victoria and Albert, on which he served for 15 years. He was Bowman of the Royal Barge for nine years. He had the singular honour of being appointed personal attendant to His Majesty King George V. He was later promoted to P.O. Rigger and ended his association with the Royal Yacht in 1934. For more than 20 years he remained in Admiralty service in a civilian capacity.

In 1945 he joined the Gosport Branch of the Royal Naval Association and became Shipmate Farley ("Tiny" to his fellow shipmates) and has at all times been a stalwart of the Branch and a keen member of the Association, then the Royal Naval Old Comrades Association. Shortly after he joined the Branch acquired its first R.N.O.C.A. Standard and he was made its first Standard Bearer, an office which, despite advancing years, he still holds. He carried the old Standard until its laying up at Rowner Parish Church by the Branch Honorary Chaplain, the Rev. Vanstone, in 1958.

NEW STANDARD

He received the newly dedicated R.N.A. Standard from the hand of the Commander-in-Chief, Admiral Sir Guy Grantham, in the new Branch Headquarters.

On more than 70 official occasions he has carried the Standard, including every annual reunion, representing the branch at the British Legion Ex-Service Men's Rallies in Hyde Park, St. George's Day in St. Paul's Cathedral in 1947, local British Legion Remembrance parades and services each November, all area dedication ceremonies and many other civic occasions.

For almost the entire period his escort has been Shipmates Farrington and Ryder, the latter being also his deputy on the very rare occasions that he himself cannot attend.



Members of Gosport Branch with their standard. Back row: T. W. Bates (chairman), Shipmates Farrington, Farley, Ryder and Hill (vice-president). Front row, Shipmate Davies, Rear-Admiral Grace (vice-presidents), Admiral Sir William Agnew (president), Capt. Josselyn

Since the inception of the Annual Standard-Bearers Trophy Award, he has each year carried out his duty in London with a grim determination to bring the trophy to Gosport, an ambition which was finally realised in 1957 in his seventieth year, truly a fine achievement of which we are all very proud. We felt particularly happy to see him leading the Association this year in the march to and from the Cenotaph from the Horse Guards Parade and later in the Festival Hall where he was congratulated by Admiral of the Fleet, The Earl of Cork and Orrery and other senior officers.

'OLD PEOPLE'S PARTY' AT LOWESTOFT

AVERAGE attendances at the Lowestoft branch meetings are about 40 shipmates, and it is pleasant to be able to report that the branch continues to make progress.

On October 31 the Branch broke into new ground. It held its first "old people's party." The guests of the evening were parents of the members who were old age pensioners, and also members themselves if over 65. Thanks to the social chairman, Shipmate Chipperfield, and the willing help of the ladies of the branch, the evening was a huge success, the "sprog" waiting upon the "old timers" at supper. In addition to the guest artistes who put on a first-class show, the evening was rounded off by an "opera" (?). The party was so enjoyable that it looks like becoming an annual fixture.

There was a grand muster for the Cenotaph and church parade on Remembrance day, and the branch paraded with a contingent from H.M.S. Surbiton, which is proving a really "chummy ship." After the church service both the "Surbiton" party and the branch moored at a local hostel for a "noggins and a natter," and there is no doubt that some rather tall stories were told.

It was a pleasant party and Lowestoft is hoping to see more of "Surbiton" ship's company when the ship returns to Lowestoft.

SWAIN.

THE R.N. and R.M. Under Five Club meets every Thursday from 2 to 5 p.m. in the Victory Hut, R.N. Barracks, Portsmouth. Entrance is through the wicket gate opposite Victoria Park. The club is for the use of all serving men's wives and their children, and for a small fee children can be left while the mother goes shopping or visits the Drop In Club held in the Trafalgar Club on the same day.

LADIES CONTRIBUTE TO SUCCESS OF BRANCH

MEMBERSHIP at the Cheam and Worcester Park Branch is steadily increasing and since the last report which appeared in "Navy News" there have been several new shipmates, and the reappearance of some shipmates has been very gratifying, and needless to say they were welcomed back like long-lost brothers.

The branch feels that this Association and its kindred Associations can contribute in no small manner, with

their high ideals and comradeship, to the peace of the world.

The monthly dances held on the last Saturdays of the month up to April continue to be most successful and the shipmates are to be congratulated on their achievement. The dances are a financial and social success.

The Cheam and Worcester Park Ladies held their annual dinner and dance on November 22, and great credit is due to the ladies' social secretary, Mrs. Oliver, who organized the event, and also to the rest of the ladies' section.

The Shipmates look forward to this function and hope the ladies will be able to continue to hold them. Toasts and replies were given by the chairman, Shipmate Frank Clarke, the lady chairman, Mrs. Sargent, the ladies' secretary, Mrs. Stanton, and Shipmate Teddy Baxter.

Both Shipmates paid the ladies some well-deserved compliments on their work and their assistance to the branch, both emphasising that without the ladies' help and understanding that the branch would not be as successful as it is. These remarks were greeted with applause. The evening concluded with dancing.

In March the Branch will celebrate its coming of age with a dinner and dance. The last dance of the year will be held on Saturday, December 27, and the members of Cheam and Worcester Park will be pleased to welcome members of other branches who feel like finishing off their Christmas with a visit to Cheam.

The annual children's Christmas party will be held on January 14, when it is hoped to give the children such a party that they will remember it all through 1959.

DARK NIGHTS ARE GOOD FOR BRANCHES

SINCE the Trafalgar Ball, which was so successful, the Dorking Branch is maintaining an even keel. Great thanks are due to those members of the branch who worked so hard in connection with the ball.

Attendance at branch meetings is quite good again—can it be that the dark evenings are the cause? One thing, the warmth, light and friendliness of the meetings certainly are an

attraction. The Branch is holding a Christmas party on December 20 and the Croydon Branch is expected to "come alongside." In January there will be the annual meeting, and "volunteers" will be asked for the various committees.

H.M.C.S. Huron, which was to have visited Portsmouth with the Canadian Squadron, November 29 to December 6, was in collision with the French ship Maillebreze in the Gulf of Lyons and will not be able to visit the port.

M.P.'s life is now real 'Navy'

AT the annual supper dance of the Colchester Royal Naval and Royal Marine Associations on November 1, 168 shipmates and friends enjoyed a well-organized event.

Colchester President of the Royal Naval Association, Shipmate Rear-Admiral F. Hutton, was unfortunately unable to be present, owing to a prior engagement, but all the Vice-Presidents were present, viz. Lady Binney and Shipmates C. J. M. Alport, M.P., Councillor H. W. Shephard and L. Ward, D.S.M., and they were accompanied by their wives. Representatives from the Clacton-on-Sea, Malden, Ipswich, and Sudbury branches attended and the members of the Colchester Branch expressed the hope that everyone had as good an evening

as Colchester think they had.

Shipmate R. Hatcher sounded the "still" before supper for one minute's silence for fallen comrades. Shipmate Chairman L. Clubb welcomed the guests, and Shipmate Alport created a great deal of laughter when he informed the gathering that, although he was an Army man, his life was now strictly Royal Navy routine, as his wife was an ex-W.R.N.S.

Shipmate Ward proposed the toast of the Association in an amusing vein.

Shipmate L. Hayell's band played throughout the meal and for the dance that followed the Master of Ceremonies was Mr. Miles.

Shipmates Hunt, Meadows and in fact all who helped to produce the show are to be heartily congratulated on their fine efforts—not forgetting the transport which was laid on and so enabled people to get home in the dry.

'SOLD OUT' NOTICES PUT UP AT DURHAM

ABOUT a third of our shipmates turned out with the British Legion for the Remembrance Day Parade at our Cathedral, thus making it our best attendance to date.

Even these solemn occasions are not without humour, as Standard Bearer Dick Heron knows full well. Last year he was "adrift" in the Cathedral while we marched off, whilst this year Dick got his own back in holding the whole parade up by being a little late.

We all take our turn in laying up the wreath, and this year it was done by newly enrolled Shipmate Appleby.

Several Branch members, headed by our President, Rear-Admiral R. M. J. Hutton, attended the very successful Trafalgar Ball run by the new branch at near-by Crook. We wish them every success and promise them a visit when they get "bedded in."

Our annual buffet-dance, on November 21, looks as though it will be "good" as all tickets have been sold

with the result that some of the shipmates have been disappointed. This is a most unfortunate thing for which we are truly sorry. Additional gifts will be distributed this year. These have been made possible by "Pay Bob" Ray Mitchinson.

With Shipmate Jack Pearce mine host of the "Dun Cow" where we have our headquarters, we look like having a rollicking time at our Christmas smoker on December 17.

Jack and his wife, Doris, do everything to make our meetings as pleasant as possible by laying on "big eats"; these are really appreciated—especially by one unnamed gannet in the mess!

We are sorry to hear that "H.M.S." Edinburgh has encountered heavy weather, so our planned visit north of the border looks as though it is postponed indefinitely. Let us hope that they will run into smoother waters soon.—W. E. MORLEY.

Order or Renewal Form

(Delete as appropriate)

'NAVY NEWS' OFFICE, ROYAL NAVAL BARRACKS, PORTSMOUTH

Please post a copy of each issue of "Navy News" to

NAME

ADDRESS

I enclose herewith money order/postal order/cheque value 8/-, being a subscription for 12 issues, including postage.

Commence.....(Month)

If member of R.N. Association, please state Branch.

CANNOT THE REUNION BE TELEVISED?

Seasonal Greetings from the 'Golden City'

ONCE again it is time to send seasonal greetings from sunny South Africa.

The Skipper, committee and shipmates of the Johannesburg Branch wish shipmates everywhere a very merry Christmas and a bright and prosperous New Year.

The Branch has been very active since I last wrote a letter to the NAVY NEWS. After our September meeting we were entertained by Mr. Schoup, of the United Press, who spoke of his experiences in the news world. October found us with a full-length film show, "Passage Home." On October 24 we held our first annual Trafalgar Day Ball, which was a first-class effort.

We are now looking forward to our Christmas Dance in December.

Our Branch Standard is on its way to Johannesburg, the arrival of which is eagerly awaited by the ship's company.

Invitations to a social this month, and to a New Year's Eve Ball, have been received from the R.A.F. Association. So it looks as though the Silent Service and the Air Force boys are really going to get together and make whoopee.

The annual general meeting will be on us soon, but even with new faces on the bridge I hope to be able to keep these letters coming through now and again to let you know that the R.N.A. is thriving in this part of the world.—A. PARKER.

SUPPORT THE OLD FAITHFULS

THE church service at Twickenham to commemorate the birth of Lord Nelson, was very successful, and although the occasion clashed with the date of the Willesden dedication, was very well attended, especially by local organisations. The Mayor and Mayoress of Twickenham, with numerous aldermen and councillors of the borough, were present. The service was very impressive and in true nautical tradition. During his address the Rev. W. Davies, the branch chaplain, informed the congregation that buried in the church of St. Mary's, Twickenham, are several high-ranking officers of the Royal Navy of the 17th century, including an admiral, also an officer who served with Lord Nelson in the Victory at Trafalgar. It is no wonder that permission to fly the White Ensign on the church flag-staff was granted.

A most enjoyable afternoon and evening was spent by 50 members and friends at the annual rally and reunion. A great success and a credit to the organisers. The annual Remembrance Day Service was very well attended in company with other local organisations at the local church. Twickenham is proud indeed that at the Guildhall, Southampton, for the Festival of Remembrance, one of its members now serving in Collingwood was picked to lead in the Royal Navy contingent for the entry of the March of the Services.

Once more we appeal to all shipmates to remember "the boys" at the Star and Garter Home, Richmond, Surrey. Christmas will soon be here and some "smokes or baccy" will be more than appreciated—or perhaps a donation. Shipmate "Hooky" Walker at the Home will answer all inquiries. On behalf of the branch, greetings to Margaret and Bert Ward in the Antarctic, to Ernie Lee and family in Australia, to Percy Thorne and his wife in Wales, to Olive (Richards) and her husband in Canada. W. CLIFTON

HAVANT'S SUCCESSFUL DINNER

THE biggest event for Havant Branch during November was their annual dinner, which took place in H.M. Underwater Craft and Weapons Establishment on November 15. After the dinner, Admiral Sir Harold Burrough, G.C.B., K.B.E., D.S.O., proposed the Royal Toast and thanked Capt. D. White for allowing the branch to use his Establishment for the event.

The president also proposed the toast to the Royal Naval Association, and Shipmate A. C. Legg, No. 3 Area member of the National Council, replied.

VICTORIAN ROYAL MARINE DIES

THE oldest member of the Gravesend Branch died on November 21, aged 82. He was Herbert Edwin Gurr, who had been a member of the Branch since 1938. Shipmate Gurr never missed a dedication or any other event in which the branch took part. He was a Vice-President of Gravesend Branch and his loss will be severely felt.

Herbert Gurr joined the Royal Marines on June 6, 1895, and was discharged to pension on March 28, 1919.

Unity and friendship at Hayling Island



Officers of the Hayling Island Branch with some of their guests

WHEN a small branch of the Royal Naval Association arranges a function it is always most successful. Whether it is the drive and determination of one man or a composite effort, the result is always worth while. The Hayling Island Branch—60-odd strong—showed the spirit of unity and friendship which exists in the Branch at their annual dinner on November 15. Some 60-odd shipmates, their relatives and friends enjoyed a splendid meal and afterwards got together for a very successful social and dance.

Speeches after the dinner were brief but to the point, and what is more, obviously sincere. During the course of the evening a sum of over £7 10s. was collected for the British Seaman Boys' Home at Brixham, the donor of one of the prizes being Shipmate Ben Bruce, who for 11 years was valet to the late Admiral James Startin. As said by the Branch Chairman, Shipmate W. Denton, this is not the first occasion that Shipmate Bruce has shown his desire to help the Branch and its charities. Shipmate Bruce belonged to the Hanwell Branch before coming to Hayling. The master of ceremonies for the dancing was the Rev. F. Roe (known in the Branch as Bish. Mk. 2) whose infectious enthusiasm contributed greatly to the enjoyment of everyone present.

In addition to the President of the Branch (Capt. A. Pyatt, Royal Navy), and the Vice-Presidents (Dr. D. A. Broughton and Rear-Admiral N. W. Fisher), W./Cdr. Seafie (President, R.A.F.A., Hayling Branch) and Councillor E. J. Rudd (Vice-Chairman of the Havant and Waterlooville Urban District Council), who responded to the toast of the visitors, given admirably by Shipmate F. Jones, were among those who attended.

The Hayling Island Branch is to be congratulated upon its most successful evening.

TIME SENIOR SERVICE USED MODERN MEDIUM

Portsmouth say, "Let us advertise"

ON every hand nowadays, remarks concerning falling attendance at meetings and waning interest in the Association are heard, and the blame for this is generally laid at the door of the one-eyed monster, the "goggle box" or television. Having viewed the remarkable presentation of the British Legion Festival of Remembrance and the much publicised El Alamein Reunion, one is tempted to ask again when is the Senior Service going to wake up and take advantage of this modern medium of advertising?

Surely the time is long past when the public was made aware of the Royal Naval Association, and what better way than televising the reunion at Festival Hall.

When the subject was taken up with Headquarters, the Portsmouth Branch was informed, in effect, that it was not practicable because the B.B.C. wanted to run the show its way and this was not acceptable. The B.B.C. way does not appear to have done any harm to the British Legion or the Eighth Army Association. Television is the finest publicity in the world today, something we cannot afford to be without if it is possible to arrange.

Every year there is talk and complaints from branches who have been unable to obtain tickets: at least these branches would have an opportunity of joining in even if only in an arm-chair by the fire-side.

NEW BLOOD WANTED

Portsmouth's main item of interest on its next agenda will be the annual general meeting in January, when a new half committee is elected and new blood and new ideas looked for, but invariably it is the same old story—

nobody wants to accept responsibility and the "old faithfuls" are left to carry on.

On Saturday, December 6, a board-party from the Portland Branch is expected at Portsmouth. They said they wanted to arrange a visit when they could be sure of a good football match and some good entertainment. There is no worry about the entertainment part, but opinions vary on the football. Pompey are at home that day.

By the time this is printed the 21st anniversary dinner and dance will be all over. All the indications are that this will be another successful event in the calendar.

The Christmas pantomime this year will be "Puss in Boots" and the branch aims to put on five performances during January. Enthusiasm continues to run high and work is going along feverishly back stage, what with rehearsals, sewing classes and scenery construction. It's a lot of work and expense for such a short run but Portsmouth's shows have now earned a reputation locally and the R.N.A. Players are determined to see that this one will be even bigger and better.

Tuesday, January 6, is the date of the Children's Christmas party and luck has been with the branch, for once again the gymnasium, R.N. Barracks, is available for the occasion. The list for guests is still open and as before all members' children 3-12 are eligible. But please, do let the secretary have the names and details early. There's a lot to be done before the Christmas shopping rush.

ACTIVITIES AT HOUNSLOW

ACTIVITIES continue apace at Hounslow—there seems to be never a dull moment. The last social went off with a big noise: it was a pity that the Old Contemptibles Association had a meeting that night and could not attend, but the Hounslow shipmates were there in full force.

On Remembrance Sunday the branch was represented at the British Legion parade in the morning, and in the evening there was a special Royal Naval Association service in "our" own church. The Standard, carried by Shipmate Pocock, escorted by Shipmates Daniels and Hawes, was laid on the altar and a floral tribute in the shape of an anchor was handed to the vicar by the chairman of the branch, Shipmate Garrod, and placed on the screen.

The branch visited Wembley and Wealdstone on November 15 for a very jolly evening despite the fact that the "Uckers match" couldn't be arranged. No. 1 Area dance was attended on November 29 and was a great success. There is to be a darts match on December 5. It appears that the visitors to a previous match had told their colleagues at work what a grand time they had had at Hounslow—hence these new (and welcome) visitors.

The last general meeting of this year will take place on December 12 and among the items to be discussed are the final arrangements for the Christmas party to be held on January 2. If any serving members read these notes they are assured of a good evening with plenty of "cats" if they care to come along, bringing their wives or girl friends. The annual meeting will be on February 13.

ADMIRAL OF the Fleet Lord Cork and Orrery—Paddy Boyle to so many thousands of sailors—was 85 on November 30.

Lichfield dedicates the branch standard

THE Lichfield Branch dedicated their Standard on Sunday, October 26, almost three years after their inauguration. The dedication was carried out at the Church of St. Chads, the service being taken by the Padre, the Rev. J. Daniel Duder, who was an R.N.V.R. Chaplain during the last war. An impressive parade, which encompassed most of the city, was led by the T.A. Regimental Corps of Drums and Band of the North Staffordshire Regiment, the Band Guard, and ship's company of the Walsall Sea Cadet Corps, also the

Royal Marine Cadet Unit, and was supported by Standards and shipmates from Leamington Spa, Warwick, Coventry, Leicester, Bloxwich, Wolverhampton, Birmingham, Kidderminster, Bromsgrove, the Association of D.E.M.S. Birmingham, and the local ex-Service organisations.

The salute was taken by the Mayor of Lichfield, Councillor J. S. Tayler, supported by the Sheriff. A wreath was laid at the Remembrance Gardens by the Commanding Officer of the Sea Cadets, Lieutenant Commander C. T. Smith, R.N.V.R.(S.).



Branch standards lead the parade through the city

CARDIFF ENJOY LONDON WEEK-END

THE death has occurred of Shipmate David Venn, former Vice-Chairman of the Cardiff Branch, after a long illness. Shipmate David, Vice-Chairman for four years, devoted his life to furthering the cause of our Association and to the welfare of his fellow men. David also held office in the Community Centre in the area of his Cardiff suburban home and his passing is a grievous loss. Many an epitaph is written after the death of noble men, but the memory of David Venn, a humble man, will long remain with the name of the Royal Naval Association in South Wales.—On Wednesday, October 29, people in all walks of life paid their last tribute to Shipmate David, and at the graveside Shipmate Chairman of No. 7 Area, David Grant, spoke the Dedication—a sad farewell to a worthy shipmate.

On the occasion of the reunion, 30 members and wives made the annual pilgrimage and a very enjoyable week-end was spent in the Metropolis. The Branch, however, are highly critical of the situation at the Cenotaph on the Saturday afternoon, when the conductor of the Sea Cadet Band attempted to break all records by playing a hymn in under two minutes. In our opinion this was sacrilege and no congregation anywhere could have kept pace with such a band. When hymns are sung, reverence is the keyword, and not rock 'n' roll.

Moving to local news, a highly successful social evening was held in our headquarters on Hallowe'en Night attended by some 200 people. We now look forward to our annual dinner and annual general meeting, to be held early in the New Year.—W. L. BRENNAN.

NEWCASTLE TO CHARTER SHIP FOR DANCE?

NEWCASTLE'S Trafalgar Day dance is over, and what a successful night it turned out to be. Over 250 guests danced and enjoyed themselves from 8 o'clock until after midnight on board H.M.S. Calliope. The high-light of the evening was undoubtedly when Capt. Renwick, R.N., read a telegram from Her Majesty the Queen wishing the assembly a happy time and thanking us for our loyalty and good wishes. Then came the Miss Neptune contest, which was run by Shipmates Clasper and Turtle. Out of 33 entrants, Mrs. Dorothy Davies was chosen by a panel consisting of Captain Renwick, R.N., Brigadier Branson, Mrs. Branson, Lieutenant Commander J. Northwood and Lieutenant Patterson; the sash and prizes were presented by Veronica Kelly, who was appearing in Newcastle in a play. The Dance Committee worked like slaves, and the Ladies' Committee, consisting of Mrs. Finch, Mrs. Clasper, Mrs. Denton, Mrs. Grigsby and Mrs. Howe made a handsome profit.

The Secretary's report shows that a profit of £30 was made over the whole evening, so the branch is well pleased with itself. In fact, Shipmate Robinson wants to charter a ship for the next dance and hold it outside the three-mile limit (or is it 12 miles?). What a party that would be.

Calling Lewisham Branch! One of your members, from the cable ship berthed in the Tyne, visited the branch recently. Unfortunately his name has been lost, but he sends his regards and asks if his membership card has been found? Members of ships' companies in the Tyne are very welcome at our meetings, and they are assured of a warm welcome; there's billiards, table tennis, darts, and a big smile and quick service from Beattie behind the bar. Newcastle and Gateshead Branch is striving to forge along and keep a good reputation, socially, and in the best interests of the Royal Navy and of the Association.

Admiralty Fleet Order 2761/58 states that a vacancy is expected to arise early in March, 1959, for the services of an ex-Royal Navy Chief Petty Officer Writer (Pensioner) as successor to the present Manager of the China Fleet Club, Hong Kong. Conditions of pay and service are detailed in the Admiralty Fleet Order. Applications should reach Commodore, Royal Naval Barracks, Chatham, not later than December 22, 1958.

ARMY DOMINATE SERVICE CYCLING

Drafts affect Navy teams

IN common with all the other sports in the Royal Navy, cycling is at the mercy of the drafting authorities, and the season just ended brought more than the usual share of headaches to the Racing Secretary of the Royal Navy Cycling Association, Sick Berth C.P.O. George Rigby, of H.M.S. Mercury. Somehow, though, teams were available and, whilst perhaps their standards were below those of the other two Services, there was no doubt at all about their enthusiasm and sportsmanship.

A series of three events held throughout the season is contested annually by the three Services and in spite of the poor weather 1958 produced quite a crop of new records.

The Army, led by Empire Games gold medal winner Ray Booty, dominated the whole series by providing both the individual and team winners in all the events.

NEW COURSE RECORD

The Royal Navy, for the first time, promoted the 50 miles time trial and were rewarded with a new course record by Cfn. Booty, who hurtled round the difficult course in the fine time of 1 hr. 57 min. Punctures were rife during the event and no fewer than eight of the 31 starters were victims. Cpl. Thomas, an Army rider, was twice

stopped, but still finished in 2 hr. 4 min. N. A. Ibbetson (Lee) was particularly unlucky in puncturing when doing his best ride ever. This was his final ride before emigrating to New Zealand—hence the extra dismay. At the final count the Royal Navy were represented by L/A. Pearson (Ford), S.C.P.O.(S.) Clarke (Culdrose) and S.B.P.O. Fowler (Haslar), who combined to produce a time of 6 hr. 46 min. 18 sec.

The track championships at Herne Hill, London, saw another farewell, this time to Sub-Lieut. Bunyan. Unfortunately a spell at Lissiemouth destroyed his speed and, though producing the correct tactics, he was beaten over the last few yards each time he rode. Pte. Geddes proved his selection for the Empire Games team by setting up a new record in the individual pursuit, and the Army riders won every race during the meeting.

The massed start race was held during the summer leave period, and thus a full R.N. team was not available and those who did start were quickly reduced by crashes and sickness, so that eventually S.B.P.O. Fowler was the lone R.N. finisher. Army tactics in Booty being a non-activator resulted in them swamping the result with five riders in the first six.

Irish rugby was too strong for the Air Command on tour

DEFEAT IN TWO GAMES

Lee reaches Navy Cup semi-final

LEE-ON-SOLENT are through to the Navy Cup semi-finals, having beaten Yeovilton by four goals to two in the Home Air Command Divisional Final. We wish them every success in the semi-final against I.T.C. R.M., which is being played on January 28, at the U.S. Ground, Portsmouth.

ON Friday, October 24, 17 players, together with the Chairman and Secretary H.A.C.R.U., boarded a Dakota of Aer Lingus at Bristol Airport and swept off to Dublin, where they were joined by two more players from Eglinton.

The first match on the following day against the Wanderers was played at Lansdowne Road under ideal weather conditions—on a playing surface well up to the standard one associates with an international arena.

Lee retains Air Command hockey cup

THE three Area finalists (Abbotsinch, Lee-on-Solent and Yeovilton) gathered at Seaford Park on Friday, October 31, for this event.

The first match, Abbotsinch v. Yeovilton, was very even, Yeovilton seeming the stronger side, with co-ordinated attacks on the Abbotsinch goal. Abbotsinch relied upon individual thrusts, and came near to scoring on many occasions. The last 10 minutes saw Yeovilton really putting on the pressure, but due to good work in goal by N. A. Prescott (Abbotsinch), the match resulted in a draw.

The second match, Lee-on-Solent v. Abbotsinch, started off with a very determined attack by Abbotsinch, which resulted in a well-deserved goal. Lee-on-Solent then seemed to settle down, and after their first goal went from strength to strength, finally scoring six goals to Abbotsinch's one. Port, Larkin, McGaw and Bustin, of Lee-on-Solent, were always very noticeable.

The final match, Lee-on-Solent v. Yeovilton, commenced with very strong attacks from both sides, the play being very fast and even. Lee-on-Solent took the lead with a deflecting shot from a free hit, the final score being Lee-on-Solent three, Yeovilton nil, but Yeovilton certainly never gave up the fight and played a fast game right up to the final whistle.

Lee-on-Solent therefore retained the Air Command Hockey Cup for yet another season.

From these teams and trialists from other Air Stations, a trial was held to select the team for the Home Air Command Hockey Week Tour. An account will be given next month.

Admiralty Fleet Order 2774/58 gives information regarding the Royal Navy Field Gun Competition which will form part of the Royal Tournament at Earls Court in 1959. Selection of volunteers has started, but organised training will not begin until February 1.

Blind Club one leg up on Darlington

IT is reported by Darlington that the branch is still active and despite the loss of a few members the branch is fortunate in having a hard core of members who pull their weight and to whom the president and committees extend their appreciation.

A plaque, presented to the branch by Messrs. Bramwell and Harbrow, is being used as a games plaque, to be competed for by the Darlington Blind Club and the branch. The games are to be darts, whist and dominoes—four games nights in all to be played. The Blind Club beat the branch on the first leg. Normal games are played, except darts, for which the members throw left-handed.

LADIES' SECTION

The Ladies' Section is working might and main for the children's Christmas party which is to be held in January and held a jumble sale on November 29 in aid of the party. The section has also "laid on" a dinner for itself on December 17. The shipmates thank the ladies for all their efforts.

Efforts are being made to get the club all "ship shape and Bristol fashion" for Christmas. Window ventilation has been arranged and a thermostatic heater has been fixed in the bar cellar. Decorations in a contemporary design are in hand. Darlington are very much alive and still forging ahead.

Hastings still 'arrow throwers'

THE Hastings and St. Leonards Branch have been fairly active lately due in no small measure to the faithful band of stalwarts who never fail to attend branch meetings. What a pity there are not many more. The more who attended and helped would mean more social events, which in turn would mean an ever-widening of the spirit of comradeship.

A "stag party" was held recently to

bid farewell to the Rev. H. R. M. Harries (formerly a Sub-Lieutenant in the Fleet Air Arm), the branch Padre, who is leaving to take up an appointment in the Royal Air Force. During the evening the Padre was presented with a pair of engraved cuff links. Padre Harries is a "good mixer" and he has been a tower of strength to the branch. This party was so splendidly supported that the branch is to stage another shortly.

During the summer the branch has been engaged in a darts tournament for a cup kindly presented by the Eastbourne Branch. This is for competition between local branches of the Association and at the moment it appears that Hastings has emerged the winner of this year's tournament. There are some nifty arrow throwers in Hastings but of course the history of Hastings (and England) was radically altered by an arrow!

The Standard bearer and escort attended the annual parade in London and agreed that the evening show was as good as ever but once again the afternoon's parade left quite a bit to be desired.

The branch was represented at the local War Memorial Service on November 9 and again in the evening by a contingent of shipmates at the annual Festival of Remembrance Service in the White Rock Pavilion. This is a concert and service organised by the joint ex-Service men's committees after the style of the British Legion Festival in London and needless to say it is a "sell out" year after year.

The headquarters are once again at the Clarence Hotel, Middle Street, Hastings, and a welcome is extended to any shipmate.

Rear Admiral E. Mill, O.B.E., is to be Director General, Aircraft, in succession to Rear-Admiral J. P. W. Furze, C.B., O.B.E., to take effect in March, 1959.

For the lower deck

MOST servicemen have made plans for the future. There will be things they want to do, things they want to buy... furnishing a home, children to educate...

Like nearly everything these days, ambitions are often expensive to realize and, if a man is to fulfil his plans for himself and his family, he will need to begin saving now.

To-day, whilst you are still serving, is the time to start.

In co-operation with the Admiralty a special scheme of endowment assurance has been devised for naval ratings and Royal Marines (other ranks).

For full particulars ask the man from the

PRUDENTIAL

Or write to the Prudential Assurance Co. Ltd.,
Holborn Bars, London, E.C.1.

500th WINDMILL GIRL



Vivacious 19-year-old Annette Hamilton, of Grays, Essex, is the 500th Windmill girl to have been taken on since the inception of Revudeville at the Windmill Theatre on February 4, 1932. A blonde, with blue eyes, she was born in Orsett, Essex, on July 5, 1939. She made her stage debut last summer in a season in Guernsey. Her hobbies are tennis, cycling, dressmaking and embroidery, and she also plays the piano. Vital statistics: 34 in., 23 in., 36 in.

Classified Advertisements

SITUATIONS VACANT

ACCOMMODATION

FURNISHED ACCOMMODATION always available to P.O.s and their wives. Short lets preferred.—Phone Portsmouth 24281 for details and appointment to view.

FULLY FURNISHED FLATLETS: own kitchen, vacancies any period until May, from 2 guineas weekly; flat £2 10s. No children.—38 Shaftesbury Road, Southsea (opposite Queen's Hotel).

TWO FURNISHED ROOMS, every comfort. Regret no children.—Please write 40 Northover Road, Portsmouth.

VACANT December 12, three/four furnished rooms, in Fitcham. Sorry no children.—Box 73 "Navy News."

FURNISHED lounge, bedroom, kitchen, use of bath, separate meters; own linen; no children, pets; 2 kns. Near Bradford Junction.—18 Abingdon Road, Southsea.

FURNISHED FLAT, unsuitable child. Nothing shared, £12 calendar month.—57 Margate Road, Phone Cosham 76684.

SELF-CONTAINED spacious furnished flat; lounge, 2 bedrooms, bathroom, toilet, kitchen (Ascot). Close canoe lake, sea. View mornings.—Curtis, 58 Granada Road, Southsea, Hants.

FURNISHED FLAT, every convenience; no children; reasonable, Central, near Elm Grove.—24a Cottage Grove, Southsea.

WELL-FURNISHED accommodation, short or long periods of bed and breakfast and Christmas holidays.—Toms, 2 Wilson Grove, Southsea.

HOUSES FOR SALE

BUNGALOW FOR SALE, situated in Stubbington; 2 bedrooms, large living room, kitchen, bathroom, quite good condition; £1,625 for quick sale. A 1953 bungalow at a 1953 price.—For further details write Box 72 "Navy News."

DO YOU desire house ownership? Why pay excessive rent? House purchase with endowment assurance with reduced premiums by naval allotment ensures security for the future; 85 per cent. to 100 per cent. loans advanced.—Write for full particulars without obligation to S. V. Norris, "Gwenlyn," Beechwood Avenue, Waterlooville, Hants.

PURBROOK S.D. freehold, 3 bedrooms, lounge/dining-room, kitchen/breakfast-room and pantry, bathroom, separate w.c., large garden, in fruit; paved paths; electric and gas points. Viewing any time. £1,600 o.n.o.—17 Sandy Brow, Purbrook.

HOUSE FOR SALE, 3 bedrooms, 2 reception, kitchen; redecorated. £1,550 o.n.o.—Apply Mrs. Mansbridge, 17 Manchester Road, Portsmouth.

MISCELLANEOUS

AJAX radio-controlled taxis, 24-hour service.—Tel.: Portsmouth 35333/4 (two lines)

HOUSEHOLD EFFECTS and **BAGGAGE** stored, moved, packed, shipped.—White & Co. Ltd., North End Junction, Portsmouth, Phone 63221.

Classified Advertisements may be placed at:

Gale & Polden Ltd., Nelson House, Edinburgh Road, Portsmouth, as well as at the Royal Naval Barracks, Portsmouth.

Private Advertisements, 3d. per word; minimum, 2s.

Trade Advertisements, 4d. per word; minimum, 4s.

Name and address of advertiser must accompany each advertisement.

Box Number, 9d. extra.

The inclusion of any advertisement cannot be guaranteed, nor responsibility accepted for any errors or omissions.

MANAGERS (married) required for off-licences situated in London, Middlesex, Essex, Bedfordshire, Berkshire, Surrey, Kent, Sussex and Hampshire. Applicants must be willing to train in high-class sales and must be in possession of a driving licence. This is an opportunity for those who wish to take up a sales career and who consider they have a good ability. After the initial training period, and when promoted to the status of a manager, applicants (non-commissioned only) will be provided with a good commencing salary, plus commission and pension. Also living accommodation with free electricity, gas, coal and coke will be provided. —Application should be made to The Galleon Wine Co. Ltd., Trinity Chambers, 32 Trinity Square, London, E.C.3.

COMMANDER required by Nigerian Federal Government for service with Nigerian Navy on contract for three tours of 12/24 months in first instance. Salary, including Inducement Addition, in scale £2,064 to £2,130 a year. Gratuity at rate of £150 a year. Free passages for officer and wife. Assistance towards children's passages and grant up to £150 annually for maintenance in U.K. Liberal leave on full salary. Candidates must have held the rank of Commander or Lieut.-Commander (E) in the Royal Navy and preferably have had dockyard experience.—Write to the Crown Agents, 4 Millbank, London, S.W.1. State age, name in block letters, full qualifications and experience and quote M2A/50282/NAE.

UNITED KINGDOM ATOMIC ENERGY AUTHORITY RESEARCH ESTABLISHMENT - - - HARWELL

CAREERS FOR CRAFTSMEN IN ATOMIC ENERGY

Are you seeking an interesting and progressive career when you leave the Royal Navy? Employment at Harwell offers you exceptionally interesting work in the expanding programme of Atomic Energy Research.

Craftsmen are required for a wide range of work connected with the manufacture of prototypes or with the maintenance of reactors and other plant.

PRECISION FITTERS & TURNERS, MAINTENANCE FITTERS and INSTRUMENT MECHANICS are particularly required, but vacancies arise in other jobs from time to time.

Applications are especially invited from men in the following classes who are due to be released in the near future:

**ENGINE ROOM ARTIFICERS
ELECTRICAL ARTIFICERS
RADIO ELECTRICAL ARTIFICERS
ORDNANCE ARTIFICERS
ELECTRICAL/MECHANICAL MECHANICIANS**

MARRIED MEN will be eligible for housing if living outside A.E.R.E. transport area. A lodging allowance will be paid in some cases to married men separated from their families whilst waiting for a house (waiting period about 9 months).

Working conditions are first class, and there are good prospects of promotion.

Apply to:

The Industrial Recruitment Officer, A.E.R.E. Harwell, Berks, for a copy of the booklet "A Career in Atomic Energy" which sets out rates of pay and conditions of employment at Harwell.

Wimbledon mayor an hon. member

THE Wimbledon branch held their annual dinner and dance on October 11, and about 75 shipmates and friends, with the Mayor and Mayoress of Wimbledon (who were the guests of honour), sat down to an excellent dinner. The speeches were kept very brief but amusing.

President, Vice-Admiral Sir Arthur N. Dowding, K.B.E., C.B., A.L.M., welcomed the Mayor of Wimbledon as an honorary member of the Wimbledon branch of the R.N.A., and the toastmaster, Shipmate A. J. Neller, B.E.M., handed over the badge, membership card and rules. Ex-Wren V. Macdonald (Fleet Air Arm) presented the Mayoress with a bouquet of flowers.

Dancing followed the dinner, the M.C. being Shipmate J. Cook, the social secretary. Shipmate Musco, D.S.M., who worked so very hard to make this annual event so successful, thanked officers and friends for their assistance.

We are now looking forward to our next dance, November 28, at the Fountain Hotel, Tooting, S.W. 17. Help us to make it a bumper night and bring along all your friends!—J. COOK.

DOGGETT'S RACE WINNER

Continued from page 9

E.M. Crouch was given leave from H.M.S. Collingwood, and taking off the bell-bottoms and jumper of a seaman he donned the historic and traditional "Doggett's coat and badge" of a Thames waterman. He was officially presented to the Prime Warden of the Fishmongers' Company (Lieut.-Colonel Sir Edmund Neville, Bart., M.C.) and escorted in procession by former winners of the gruelling Doggett's Race.

When E.M. Crouch was drafted to H.M.S. Collingwood for his initial training, he found that the new-entry training officer there is Lieut.-Cdr. A. M. Stacey, R.N., a direct descendant of Thomas Doggett, the man who started the race for young watermen after older men had refused to row him across the Thames one rough, stormy night in the 18th century. It was a young man who eventually agreed to take the actor across the water, and in gratitude Thomas Doggett donated money to be used annually towards a badge and coat to be awarded to the winner of a four-mile sculling race from his two favourite public houses at London Bridge (the Swan Tavern) and Chelsea (White Swan). When Doggett died in 1721, the Fishmongers' Company promised to carry on the terms of his bequest.

Today the Company and its friends have provided nine racing sculling gigs for the use and competition by watermen who have completed their apprenticeships within the previous 12 months. Previous Doggett Coat and Badge winners have afterwards gone on to win world sculling championships, but for the next two years E.M. Crouch will be concentrating mainly on becoming an efficient electrical mechanic. There are few Royal Naval seamen, however, who have been given a ceremonial trumpet fanfare within eight weeks of joining up, and had their commanding officer present to witness it!

Not a break in training despite move

WITH the closing down of R.N. Air Station Bramcote, and the transfer of the trainees to R.N. Air Station Arbroath, all the mechanical training of the Fleet Air Arm will be carried out at this northern Air Station. The transfer of the trainees was dealt with so expeditiously that, apart from packing and a train journey, no gap in the training schedules occurred.

Recent visitors to Arbroath included Vice-Admiral J. D. Luce, D.S.O., O.B.E., Flag Officer Scotland; Rear-Admiral E. O. Naish, C.B.; Rear-Admiral A. J. Tyndale-Biscoe, O.B.E.; and Rear-Admiral J. P. W. Furse, C.B., O.B.E., Director General Aircraft.

Admiral Sir E. M. Connolly Able-Smith, G.C.V.O., C.B., a previous Flag Officer Royal Yachts, and the first Captain of R.N.A.S. Arbroath, was the principal guest of the mess at the Trafalgar Night Dinner.

SPORTS

In the sporting world, H.M.S. Condor's name has been well to the fore. Recently attention has been focussed on the Home Command cup matches. The Soccer XI played in the second round of the H.A.C. Challenge Cup against R.N.A.S. Eglinton in somewhat blustery conditions. An exciting match ended in a 3-2 win for Condor, S.B.A. Barr (2) and L./Cook Holdstock being the goal scorers.

The Rugby XV travelled to Lossiemouth to play in the second round of the Bambara Trophy, and their hopes were somewhat dashed by a penalty goal scored against them within five

minutes. However, a technical fault by Lossiemouth has now entitled the Rugby XV to a replay.

In the hockey world, the Condor XI lost to Lossiemouth 4-2, to Abbot-sinch 5-0, and to Eglinton 2-0.

GLIDING

The Condor Gliding Club has achieved 1,500 launches this season. Four members have gained their "C" certificate and are in the process of qualifying for their "Silver C," all four having to date carried out one soaring flight of over five hours' duration in one of the Club "Grunau" gliders.

A stop-press result is that Condor beat Caledonia in the Autumn Olympiad by 17 points to 5—the first win for some years.

AIR COMMAND RUGGER TRIAL

AS A final trial before the representative game versus the Royal Marine Corps on Tuesday, November 18, the Air Command team played Weston-super-Mare at Weston on Thursday, November 13.

Both sides endeavoured to keep the play open and a very enjoyable game resulted. Weston-super-Mare winning by 12 points (3 tries and 1 penalty goal) to Command's 3 points (1 try).

Weston fielded six county players and were slightly superior in every department. C.P.O. Howard (Culdrose) scored the best try of the match and the two half-backs, P.O. Greenslade (Yeovilton) and N.A. Jenkins (Brawdy) combined very well. The three-quarters running and tackling was greatly improved, and the pack won over 50 per cent. of the set scrums.

WHEN YOU SEE THE OPPORTUNITY GRASP IT

THE FAIREY AVIATION COMPANY LIMITED

White Waltham Aerodrome
White Waltham, Berkshire

Offer immediate employment to

RADIOTRICIANS

with experience on airborne and ground
Radar Equipment

If you have this experience then this is your opportunity to obtain a worth-while job with a progressive Company world renowned for its aircraft and record-breaking achievements.

Applications please to **EMPLOYMENT
MANAGER**. Address as above.

R.N. BOXERS GIVE PLUCKY DISPLAY

ALTHOUGH a large crowd enjoyed a fine evening's entertainment in the Naval Barracks gymnasium at Portsmouth on November 27, the Salisbury Plain and District Boxing Club scored a decisive win against plucky opposition by the Royal Navy (Portsmouth Command), winning eight bouts to four.

The visiting club—mostly Army men from the 1st Rifle Brigade—were more skilled and, what is more, seemed to be far fitter.

The tournament was in aid of the Naval and Press Charities, and it was gratifying to the organizers to see such a large attendance.

CJC DEVELOPMENTS LTD

(PORTSMOUTH)

Careers in Engineering Company of ex-Royal Navy skilled craftsmen as Fitters, Turners, Milling machinists, etc. Good working conditions and rates of pay in new factory.

Apply Personnel Officer—

CJC DEVELOPMENTS (Portsmouth) LTD.

Fitzherbert Road, Farlington, PORTSMOUTH

THE BENTLEY ENGINEERING CO. LTD.

GILLETT WORKS, GREAT BOOKHAM, SURREY

Have Vacancies

for

SKILLED MECHANICAL FITTER ERECTORS FOR FIRE CONTROL AND SERVO GEAR

★ Good rates of pay. ★ Congenial and pleasant working conditions ★ Pension scheme after qualifying period. ★ Excellent Canteen. ★ Train and bus service adjacent to factory. ★ Assisted travel allowance.

Apply In person or In writing to Personnel Manager
at the above address

HOME AIR COMMAND SPORTS NEWS

Airmen give Army little scope

CROSS COUNTRY
RECORD BROKEN

A.B. McHale, of H.M.S. Excellent, who recently won the South of the Thames Junior Cross-Country race, gained another success when he smashed the Command record for the six-mile course at H.M.S. Dryad. His winning time was 32 min. 29.4 sec. Second was Sub-Lieut. Pape, of H.M.S. Victory, in 32 min. 45.2 sec., and third P.O. Haskell, St. Vincent, 34 min. 38.4 sec.

The team race was won by H.M.S. Victory with 114 points. The junior race, run over three miles, was won by E.A. App. Elkins, of H.M.S. Collingwood, in a time of 19 min. 53.8 sec. Second was E.A. App. Corner, also of Collingwood, in 19 min. 59.4 sec., and third was Junior Seaman Craddock, of St. Vincent, in 20 min. 14 sec.

The team race was won by H.M.S. Collingwood with 24 points.

Mr. L. R. Palmer has been appointed to be Director of Victualling in succession to Mr. O. S. N. Rickards, C.B.E., to take effect January 1, 1959.

HOME AIR COMMAND, 2; R.A.M.C. (CROOKHAM), 1

THIS friendly association football match between Home Air Command and the Royal Army Medical Corps was played at Crookham on Monday, November 10, under ideal weather conditions.

The Command kicked off and went straight into a series of attacks which caused a considerable fluster among the Army defence in the opening minutes and several corners were conceded. Both teams took some time to settle down but it was the Command which opened up the scoring after 10 minutes with an "own goal." Ck. Smith (Abbotsinch) made a good run down the right wing and crossed the ball into the goalmouth where, in attempting to clear, the full back headed the ball into the net.

The Army included three professionals in their team, but the Command players gave them little scope or room to show their danger and many of their attacks fizzled out in front of goal by trying that extra move.

The equaliser came after 15 minutes. The Army attacked on the left and the inside forward collected a loose ball and cracked it hard into the net,

giving Hughes, the Command goalkeeper, no chance. Turner (Lossiemouth) was having a good game and one of his individual efforts deserved a goal, but his shot was brilliantly tipped over the bar for a corner.

The second half opened up briskly with both teams playing good football. The pace slackened towards the end, but with 15 minutes to go N. A. Metters (Brawdy) got the winner.

ANGLO-SCOTTISH
ATHLETIC CLUB

IT has been suggested, with the support of the Scottish Amateur Athletes Organisation, that the formation of an Anglo-Scottish Athletic Club would be helpful to the governing bodies in Scotland and to the athletes themselves.

Membership, which would be open both to men and women, would come under two headings:

1. Active athletes;
2. Others who are not active but who have Scotland and athletics at heart.

Membership would not interfere with the athletes' present clubs. Anglo-Scots interested in the formation of such a club should write and offer their support to:

Lieut.-Cdr. R. J. Murray, D.S.C., R.N.V.R., 226, Strand, London, W.C.2.

COLLINGWOOD REACHES SEMI-FINAL OF NAVY CUP

H.M.S. Collingwood's football teams are doing extremely well this season. Having beaten the Royal Marines, Eastney, in the Navy Cup, H.M.S. Collingwood has been drawn against R.N. Barracks, Chatham, in the semi-final. The match will take place at Portsmouth (U.S. No. 1 ground) on February 11.

The winner of this match meets either Daedalus or I.T.C. Lymington at Fratton Park in March.

The establishment is still a contender for the U.S. Challenge Cup and the U.S. Charity Cup, is sixth in Division I of the League, and top in Division II—very creditable performances all round.

CROSS-COUNTRY

The winter term inter-divisional cross-country championship was run over the usual course on a pleasant day, but the going was extremely muddy. Forty teams took part to compete for two trophies. All told, 319 runners "sloshed" their way around on the heels of: 1st, E. A. Brown (Vernon and Hector Div.) in 21 min. 11 sec. The first team home was Walker "A" with 105 points.

One senior and two junior teams are in serious training in an effort to win back the Command trophy, which went to Mercury earlier this year.

Of four club races, so far this season Collingwood has won three and lost one.

HOCKEY

The weather has put a damper on several of the hockey fixtures this season. In fact, the first round Navy Cup game against Osprey still remains outstanding. Of those games played, the record reads:

Played 13, won 3, drawn 2, lost 8.

FENCING

The fencers have had only one match so far and this was against Ariel. In the three pools, Collingwood won foil, the sabre, and lost the epee.

BASKET-BALL

H.M.S. Collingwood has not really got over the loss of so many of its stars to Ariel at the end of last season, but despite this is more than managing to hold its own. Two teams have been entered into the Portsmouth and District League, and their records are as follows:

"A" team: Played 4, won 4.

"B" team: Played 5, won 2, lost 3.

Once again the "Woods" have entered the Senior and Junior National Championships. The seniors have drawn Oxford Vikings away and the juniors Bayswater at home.

RUGBY

The Collingwood 1st XV has not enjoyed a great deal of success so far this season. Playing on Saturdays as U.S. Trafalgar against generally stronger opposition than mid-week fixtures, the team is yet to record a victory. Mid-week, however, with the side not weakened by the demands of U.S. 1st or "A" XV's, three games out of seven have been won.

The establishment was soundly

beaten by Daedalus in the first league game.

Six Collingwood players have made U.S. 1st or "A" XV appearances so far this season.

Superior Dutch 'stickwork' beats H.F. hockey teams

DURING a recent visit to Rotterdam by H.M. Ships Tyne (Flagship of the Commander-in-Chief, Home Fleet), Apollo, Duchess, Diamond, Decoy, Diana and H.M. Submarine Seneschal, arrangements were made for "A" and "B" Fleet sides to play games against the Batavieren and Victoria Clubs respectively.

The Royal Navy sides lost both games, which were played on the Victoria Club grounds at Kreflingen. The ground, heavy after recent rains, penalised the more skilful Dutch sides, but most enjoyable games were played and a good after match liaison established.

The "A" Team lost 4-1 to Batavieren, which includes at least one full international, but were by no means disgraced. Stronger goalkeeping would have narrowed the score.

SUPERIOR STICKWORK

It was the first experience of many players against top-class opposition and many lessons were learned. But all acquitted themselves well. Of the old campaigners, Lieut.-Cdr. Stan Smith, at centre half, stood out and made one wonder once again how in his earlier days he had missed the Navy selector's eye. Former Navy players John Robertson and Colin Brewster were also conspicuous in their ability to deal

with difficult situations created by the Batavieren's superior stickwork and skill.

The "B" team, which lacked many players experienced in better-class hockey, fought back extremely well after a shaky start in which they were outplayed. A score of 3-1 reflects great credit on British tenacity.

After the game, in appropriate surroundings, shields were exchanged. Later Tyne was privileged to have most of the Batavieren side and some of the Victoria side and officials as guests in her wardroom for an enjoyable "hockey" hour.

The Navy players were most impressed by the work being done in the Victoria Club to train and encourage the young. Players from the age of 12 are accepted as full members of the club. Mr. Eldridge (a British citizen resident in Holland) appears to have made it his object to teach these youngsters to play hockey "for the game's sake."

Air Command
Soccer Cup

LEE, 6; LOSSIEMOUTH, 1

LEE-on-Solent travelled up to Lossiemouth for their semi-final game and got through comfortably by winning six goals to one, and are now well placed for the final.

ARIEL, 6; ARBROATH, 1

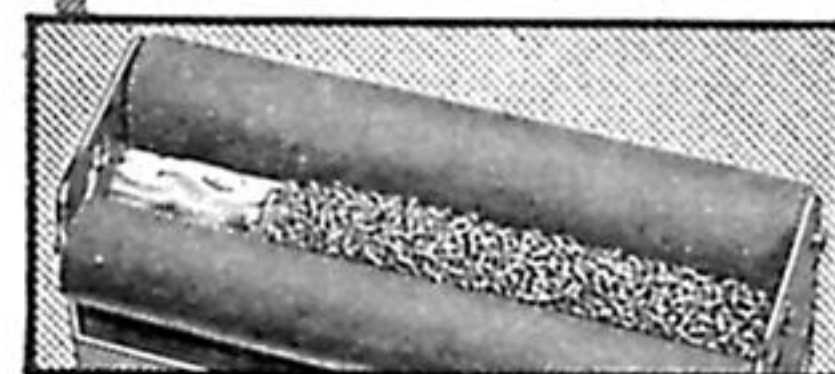
Ariel entertained Arbroath in the other semi-final on November 12 and served up some delightful football. The score of six goals to one truly reflected the type of team Ariel can be; they should prove tough fighters when they meet Lee in the final at Privett Park ground, Gosport, on Wednesday, December 3, details of which match will be reported in the next issue.

Basketball

EIGHT teams have entered for the Home Air Command Knock-out Competition, an increase on last year. Draw for the first round: Arbroath v. Lossiemouth; Eglington v. Abbotsinch; Brawdy v. Yeovilton; Ariel v. Lee-on-Solent.

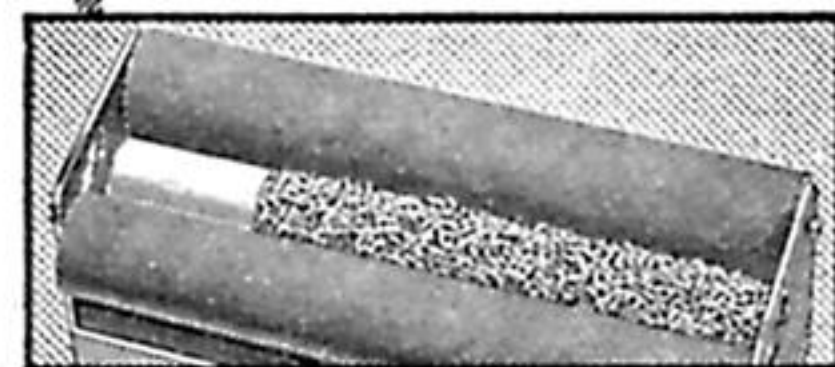
12
cigarettes
for 3^d.
20
for 8^d.

"RIZLA-ROLLERS"
can save money and enjoy more
smokes with no wasted tobacco.



12 FOR 3d.

Crumple a cigarette paper and place
on machine as shown. This saves
enough tobacco to make 12 extra
cigarettes at a cost of only 3d.



20 FOR 8d.

Use Rizla Filter Tips to make 20
extra cigarettes with every 8d. box
of 100 tips. Safeguards health too by
reducing nicotine and tobacco tars.



For "short smokes" place the Filter
Tip one third distance from machine
end and fill the rest with tobacco.

RIZLA

The complete RIZLA OUTFIT

costs only 9¹/₂d.

from your tobacconist.

START NOW to roll the RIZLA WAY

SOUTHSEA'S Two MOST
— POPULAR BALLROOMS —SAVOY . . . SOUTH PARADE
KIMBELLS . . . SOUTHSEA

AVAILABLE FOR ALL

Ships' Company Dances

(whether a Submarine—Destroyer—Battleship or Aircraft Carrier)
OVER 50 SHIPS' DANCES CATERED FOR THIS YEAR

Wire—Write—or Phone, Portsmouth 32275

Make your first "Port of Call" for Dancing

The Savoy Ballroom. Radio Band Every Friday

A Career for YOU

GROWS MORE URGENT EVERY DAY!

What are you going to do when you leave the Service?

Have you any prospects? Or are you just hoping something will turn up?

For every day you wait, means a day lost in starting on a new career. For now more than ever before, it is the qualified man who stands the best chance of obtaining a highly-paid position.

Be sure of a sound and satisfying future, by making an appointment with success through the School of Accountancy. Over the past 48 years tens of thousands of satisfied men have proved it—they occupy key positions as Managers, Chief Accountants, Company Secretaries, Cost Accountants, Auditors, Store Controllers, Directors, throughout Commerce, Industry, & the Public Services.



MORE OPPORTUNITIES

Today, with Britain's urgent need to streamline her industries, there is a greater demand than ever for the qualified man—and more opportunities.

The School of Accountancy

The Fruits of Specialisation

The School of Accountancy is a Specialist organisation. Whilst our field of service is extensive, it is limited to Business Careers. In that field, The School of Accountancy by the acid test of Examination Successes, has long kept its position of unassailable supremacy.

Before you are a day older write for the School's free 100 page book. Spend an evening with it. Read where the prospects are brightest—how a Modern Home-Study Course in Accountancy, Secretaryship, Cost Accountancy, Management, etc., can qualify you, while you are still serving for that position of responsibility which will command a salary in civilian life three to four times greater than you are ever likely to reach without training. Let your action in completing this coupon be your first step to a new and successful career.

3 Regent Hse.,
6 Norfolk St.,
London, W.C.2.

FREE!



The School of Accountancy, 3 Regent House,
6 Norfolk Street, Strand, London, W.C.2.

Please send me post free and without obligation a copy of
your Guide to Careers, "The Direct Way to Success"

NAME

ADDRESS